





## LOCAL SPORT.

## CRICKET NOTES.

We are now within thinking distance of the Interport matches and no official programme has been issued. In the "Sporting Annual," which has created so favourable an impression everywhere, a programme had been published, but owing to the inadvertent arrival of the latest typhoon, that has all been knocked on the head. Now that the powers that be know fairly accurately when the visitors arrive, it is to be regretted that an official programme has not been issued. Why is it that they do not recognise the event as something that affects the Colony—at any rate the sporting section, instead of an event of interest only to themselves? It is always a painful task criticising other people, but here there appears to be a concrete reason for it. Secretaries who have the arranging of other matches do not know, figuratively speaking, whether they are on their head or their heels; as a matter of fact, cricketers' fixtures had all been postponed anticipating the opening match on the Club Ground. Knowing this, as soon as these concerned were aware of any deviation from the original programme, it would have been a sort of courtesy appreciated by everybody to have published the fact. At least the final selection has been made, and the team is one that should give a good account of themselves in the triangular contest. It might give rise to unpleasantness to criticise the personnel of the team, so one will be pardoned for refraining. One thing is certain, and that is, that they carry the best wishes of all in the colony, and may the best team win.

## THE TEST MATCH.

The test match on Saturday was a fair demonstration of the abilities of our side. R. E. H. Oliver has once again shown his usefulness with both bat and ball. Harry Hancock has lost none of his form and did well with the willow and behind the stumps. It is a pity that we are without his services for the Interport match. Capt. Baird played a delightful innings, and all cricketers will be disappointed if he does not do well next week. Turner lifted one of Hutcheson's deliveries rather shoddily and was caught before getting set, but there is no doubt he will play more carefully against the visitors, and his average should be a good one. Edwards played more careful cricket, and although he gave a chance to cover point before retiring his innings was most attractive. Elborough is in good form, and played a useful innings, and he also retired; he was very sound behind the stumps. Pearce did not do well, but he, too, will probably play more carefully and score better against the visitors. It is a pity that the Rev. W. H. Mansfield got out at such an early stage. One remembers well his last year's centuries, doubled on one occasion, to the writer's recollection. Capt. Garnett was top scorer for the afternoon and bowled with his usual success. Hutcheson came off well with the ball and appeared to be the only trundler to trouble the Probables; in addition to securing three wickets, he was missed twice. Considering the remarkable success of the Singapore team against an Australian XI, containing five of the international team, it will not be strange if local wielders of the willow feel concerned as to their prospects against this redoubtable combination.

## LEAGUE CRICKET.

The Civil Service scored a win against the Police Team last Saturday without any difficulty. Bilen, Reed, and Raven scored well and runs came quickly. For the Police, Ogg was the only one to reach double figures. Irott and Reed again bowled throughout the Police innings and secured five and four wickets, respectively, for sixteen. Civil Service should come out well this season when they get Hutcheson and Bird after their interport engagements. Dr. Atkinson, so long associated with this team, arrived yesterday from Hong, and will no doubt be seen shortly doing some tall hitting.

Craigsgower defeated Kowloon with a lot to spare. This match was a further proof of Kowloon's lethargy. They appear to want some stimulating influence to give them new life. Lammet and Battivara bowled unchanged throughout, the former securing seven and the latter three wickets. It is strange nowadays to see a trundler stand underhand lobs, and there is no doubt Battivara's bowling is difficult to play. To make matters worse, one is so inclined to let out, and there usually is the reason of his securing wickets. Lionel Lammet is bowling well and should come out with a good analysis.

## UMPIRE.

## INTERPORT CRICKET.

## COMMENCEMENT DELAYED.

Owing to the late arrival of both Shanghai and Singapore teams the series of interport cricket and tennis matches will be delayed. Instead of commencing to-day (Friday) with the contest between Hongkong and Shanghai at cricket, the tournament will open with a tennis match between Hongkong and Singapore. At present it is not known whether the Shanghai contingent includes any tennis players.

In this connection it is interesting to note from the book on Interport Cricket published by Mr. J. W. Bains that of the fifteen matches played between Shanghai and Hongkong, seven have been won by the northern port, seven by Hongkong and one match drawn. In like manner honours are even between Singapore and Hongkong, each having won three, but between the Straits and Shanghai the honours rest with the southern team, who have earned two victories against one by the northern men.

The Programme for the Interport meeting is as follows: Friday, Nov. 19—Straits team due to arrive 8 a.m. per S. S. *Palawan*; Shanghai team due to arrive 5 p.m. per R.M.S. *Empress of India*.

Saturday, Nov. 20th—Hongkong v. Straits (Tennis Singles and Doubles). The teams will be entertained by His Excellency the Governor at Government House to dinner at 8.15 p.m.

Monday, Nov. 22nd—Hongkong v. Shanghai (Cricket 1st day).

Tuesday, Nov. 23rd—Hongkong v. Shanghai (Cricket 2nd day). A supper and dance will take place in the Hongkong Club, commencing at 10 p.m.

Wednesday, Nov. 24th—Hongkong v. Straits (Cricket 1st day).

Thursday, Nov. 25th—Hongkong v. Straits (Cricket 2nd day). H. E. The Governor has invited the visiting team to the "King's Birthday" Ball at Government House at 9.30 p.m.

Friday, Nov. 26th—Shanghai v. Singapore (Cricket 1st day).

Saturday, Nov. 27th—Shanghai v. Singapore (Cricket 2nd day). The visiting team will be entertained to dinner by the Hongkong Cricket Club at the Hongkong Hotel at 7.45 p.m.

Monday, Nov. 29th—Interport Champions v. The World (Cricket 1st day).

Tuesday, Nov. 30th—Interport Champions v. The World (Cricket 2nd day). The St. Andrew's Ball stewards have kindly invited the visiting team to the Ball at the City Hall at 9 p.m.

Note.—Cricket commences each day at 11 a.m. Play stops each day at 5 p.m., and each match will be played to a finish.

## CRICKET.

An interesting match was played at the Happy Valley yesterday when the police "A" team were at home to members of the press. The journalists were able to include among their number Mr. J. W. Bains, of the *Shanghai Times*, who is passing through on his way to Australia, but even then they had to obtain the assistance of three others. Victory went to the police, who made 99 runs to the visitors' 69. The pressmen are indebted to their hosts of the afternoon for the hospitality extended. Scores:

| Police.                                |    | Visitors.                              |    |
|--|----|--|----|
| J. W. Bains, lbw McHardy               | 2  | W. Smart, b Cooper                     | 0  |
| W. Smart, b Cooper                     | 0  | H. M. Bain, b King, b Glendinning      | 9  |
| H. M. Bain, b King, b Glendinning      | 9  | A. C. Langley, b Cooper                | 1  |
| A. C. Langley, b Cooper                | 1  | F. Hicks, b King, b Cooper             | 4  |
| F. Hicks, b King, b Cooper             | 4  | A. Hammy, b Cooper                     | 2  |
| A. Hammy, b Cooper                     | 2  | W. Hogarth, b Cooper, b Glendinning    | 15 |
| W. Hogarth, b Cooper, b Glendinning    | 15 | H. B. Collins, b Cooper, b Glendinning | 15 |
| H. B. Collins, b Cooper, b Glendinning | 15 | T. B. Ayres, not out                   | 9  |
| T. B. Ayres, not out                   | 9  | R. Hope, b McHardy, b Cooper           | 0  |
| R. Hope, b McHardy, b Cooper           | 0  | A. A. Caesar, b King, b McLennan       | 3  |
| A. A. Caesar, b King, b McLennan       | 3  | Extras                                 | 9  |
| Extras                                 | 9  | Total                                  | 69 |

| Bowling Analysis. |   | O. |    | M. |  | R. |  | W. |  |
|-------------------|---|----|----|----|--|----|--|----|--|
| McHardy           | 0 | 2  | 19 | 1  |  |    |  |    |  |
| Cooper            | 6 | 1  | 13 | 5  |  |    |  |    |  |
| McLennan          | 3 | 0  | 18 | 0  |  |    |  |    |  |
| Glendinning       | 5 | 0  | 16 | 3  |  |    |  |    |  |

| Police.                            |    | Visitors.                          |    |
|------------------------------------|----|------------------------------------|----|
| K. McLennan, b Ayres               | 11 | J. J. Watt, b Hicks                | 6  |
| J. J. Watt, b Hicks                | 6  | H. Parr, b Ayres, b Hicks          | 23 |
| H. Parr, b Ayres, b Hicks          | 23 | W. H. King, retired                | 0  |
| W. H. King, retired                | 0  | D. W. Cooper, b Hicks              | 0  |
| D. W. Cooper, b Hicks              | 0  | D. McHardy, b Hicks                | 9  |
| D. McHardy, b Hicks                | 9  | T. Glendinning, b Langley, b Smart | 5  |
| T. Glendinning, b Langley, b Smart | 5  | J. F. Barker, b Bain, b Smart      | 6  |
| J. F. Barker, b Bain, b Smart      | 6  | M. A. Noble, b Smart               | 0  |
| M. A. Noble, b Smart               | 0  | W. Gerard, not out                 | 3  |
| W. Gerard, not out                 | 3  | M. O'Sullivan, b Bain and Smart    | 0  |
| M. O'Sullivan, b Bain and Smart    | 0  | Extras                             | 9  |
| Extras                             | 9  | Total                              | 99 |

| Bowling Analysis. |   | O. |    | M. |  | R. |  | W. |  |
|-------------------|---|----|----|----|--|----|--|----|--|
| Ayres             | 0 | 2  | 13 | 1  |  |    |  |    |  |
| Smart             | 6 | 0  | 13 | 4  |  |    |  |    |  |
| Hogarth           | 1 | 0  | 2  | 0  |  |    |  |    |  |
| Hicks             | 7 | 0  | 36 | 4  |  |    |  |    |  |
| Collins           | 2 | 0  | 0  | 0  |  |    |  |    |  |

## THE AUSTRALIAN CRICKETERS AT SINGAPORE.

Singapore papers by yesterday's mail contain the full scores of the match played on the 9th inst. They are as follows:—

| M. A. Noble's XI.              |     | O. |  | M. |  | R. |  | W. |  |
|--------------------------------|-----|----|--|----|--|----|--|----|--|
| E. W. Birch, b Hennessy        | 6   |    |  |    |  |    |  |    |  |
| A. J. Hopkins, b Clarke        | 36  |    |  |    |  |    |  |    |  |
| W. W. Armstrong, b Hennessy    | 46  |    |  |    |  |    |  |    |  |
| G. E. Hone, b Ayres            | 37  |    |  |    |  |    |  |    |  |
| M. A. Noble, b Clarke, b Ayres | 10  |    |  |    |  |    |  |    |  |
| N. E. Bath, b Hennessy         | 15  |    |  |    |  |    |  |    |  |
| A. C. Cotter, b Ayres          | 19  |    |  |    |  |    |  |    |  |
| Sir A. Young, b Ayres          | 4   |    |  |    |  |    |  |    |  |
| B. B. Bannister, b Ayres       | 9   |    |  |    |  |    |  |    |  |
| V. Brown, b Hennessy           | 0   |    |  |    |  |    |  |    |  |
| A. Macintyre, not out          | 2   |    |  |    |  |    |  |    |  |
| Extras                         | 8   |    |  |    |  |    |  |    |  |
| Total                          | 183 |    |  |    |  |    |  |    |  |

| Bowling Analysis. |      | O. |    | M. |  | R. |  | W. |  |
|-------------------|------|----|----|----|--|----|--|----|--|
| Hennessy          | 17   | 1  | 58 | 4  |  |    |  |    |  |
| Ayres             | 13.3 | 3  | 77 | 5  |  |    |  |    |  |
| Clarke            | 5    | 0  | 26 | 1  |  |    |  |    |  |
| McKenzie          | 4    | 0  | 14 | 0  |  |    |  |    |  |

| THE REST.                              |    | O. |  | M. |  | R. |  | W. |  |
|--|----|----|--|----|--|----|--|----|--|
| N. E. Grooming, b Cotter               | 0  |    |  |    |  |    |  |    |  |
| D. L. Eddis, b Cotter, b Hopkins       | 8  |    |  |    |  |    |  |    |  |
| G. R. K. Mungleton, b Cotter           | 2  |    |  |    |  |    |  |    |  |
| A. S. Bailey, b Cotter                 | 19 |    |  |    |  |    |  |    |  |
| T. R. Mungleton, b Noble               | 10 |    |  |    |  |    |  |    |  |
| A. C. Cotter, b Cotter                 | 8  |    |  |    |  |    |  |    |  |
| B. M. McKenzie, b Armstrong, b Hopkins | 2  |    |  |    |  |    |  |    |  |
| H. W. Noon, b Bannister, b Armstrong   | 26 |    |  |    |  |    |  |    |  |
| H. W. Hennessy, not out                | 9  |    |  |    |  |    |  |    |  |
| F. Brown, b Young, b Noble             | 7  |    |  |    |  |    |  |    |  |
| L. F. Wishart, b Noble, b Armstrong    | 3  |    |  |    |  |    |  |    |  |
| Extras                                 | 5  |    |  |    |  |    |  |    |  |
| Total                                  | 83 |    |  |    |  |    |  |    |  |

| Bowling Analysis. |    | O. |    | M. |  | R. |  | W. |  |
|-------------------|----|----|----|----|--|----|--|----|--|
| Cotter            | 10 | 0  | 23 | 4  |  |    |  |    |  |
| Hopkins           | 8  | 2  | 22 | 3  |  |    |  |    |  |
| Noble             | 6  | 1  | 15 | 3  |  |    |  |    |  |
| Armstrong         | 4  | 0  | 17 | 2  |  |    |  |    |  |

The umpires in this match were Messrs. J. D. Saunders and F. M. Elliot, and the scorers Messrs. Paxon and Jensen.

## CABINET "FAILURES."

PROPOSAL TO APPOINT THEM GOVERNORS-GENERAL.

The Allahabad *Pioneer's* London correspondent wired on the 31st ult. that *The Times*, in a leading article, without mentioning names, discusses the immunities of appointments of Governors-General in India, South Africa, and Canada, and a Viceroy of India. With reference to rumours that the Government contemplates filling one or more of these posts from its own ranks, it declares that such appointments are undesirable generally, while in this case it is not suggested that any Minister who has exhibited unusual ability will be chosen. It is rather those whose elimination from office at home is obviously desirable who are named as likely Governors-General. To impose on India or the Dominions the failures of the Cabinet would be a grievous wrong to the Empire and to our race.

Lord Crewe has been mentioned as likely to succeed Lord Minto as Viceroy of India.

## THE U. S. AMBASSADORSHIP AT PEKING.

## MR. CRANE ON HIS DISMISSAL.

We have already published the official statement regarding the dismissal of Mr. Crane issued to the Press by the U. S. Secretary of State. In an American newspaper now appearing in the following reply issued by Mr. Crane:—

Mr. Crane, after receiving Secretary Knox's letter calling for his resignation, was shown a copy of Mr. Knox's statement, and read it attentively. Returning the paper to the reporter who brought it, he remarked that the matter was too serious to be discussed off-hand, but promised an interview later in the day. Later he gave out this statement:—

"The statement issued by the Department of State is slightly inaccurate in saying that the Secretary has informed me that my resignation will be accepted. The letter I received from Mr. Knox at noon to-day says he has recommended to the President that the President accept my resignation. Before this letter had been received by me I had already sent to the President, through his secretary, Mr. Carpenter, the following telegram:—

"Washington, D. C., October 12, 1909. President William H. Taft.—The State Department objects to certain things I have done in the effort to carry out my understanding of your wishes as expressed by you to me. I have carefully considered the entire matter. In my judgment no mistake has been made, except, as the department has made it a mistake. However, I did not and cannot guarantee to make no mistake, and especially unless I have the cordial support and co-operation of the Government.

"The manner in which the department has proceeded and is proceeding is inconsistent with my own self-respect and my conception of the dignity of the position and with the understanding upon which I accepted. I appreciate the personal consideration I have received from you, and under all the circumstances have decided to await information as to your wishes before taking action. You will understand, of course, that my resignation is in your hands.

"The statement of the department is further inaccurate in saying that I gave out a newspaper story about the preparation of a protest in regard to the agreement between China and Japan. It would be more accurate if the statement had said, as was indicated in its own closing paragraph, that a brief conversation of mine with a newspaper representative contributed to the publication by him of a discussion of this agreement and the possibility of a protest by this Government, and that the department regarded this conversation as 'indiscreet.' This publication did not mention my name, nor, in my judgment, would it have been a mistake if the Department of State had not chosen to vouch for its accuracy and give to it an official significance by its own conduct.

"It certainly contained nothing of substance that was not matter of common knowledge or deducible by any competent newspaper reporter from facts commonly known. The substance of the agreement had been published, and its effects had been widely discussed.

"As an illustration of this, the *New York Herald* had published on September 9th the following dispatch:—

"Tokyo, Wednesday.—The Tokyo Press regrets that the jingo American Press is raising the usual protest against Japan regarding the new China-Japanese convention. It states that the Manchurian railways are administered in accordance with America's long-cherished motto of 'the open door policy.' Moreover, it adds that the convention is now a well-accomplished fact and America cannot change it, however much it may dislike it."

"The publication complained of by the State Department was not made until September 27th. This also has a significant bearing on the reference to 'recent news' in the Secretary's telegram to me at San Francisco.

"In order to understand how this matter came to be mentioned it is necessary to make a brief explanation. When I accepted the appointment of Minister to China, at the request of the President, he expressed the earnest wish that the people of the country should be rounded to a keen interest in the Pacific situation, both commercially and politically, and he felt that our greatest problem lay there, and that our people were not fully awake to its importance.

"As I stated in a public address in Chicago on September 14th the President advised me to accept all available invitations to speak, and to do so in a way that would not be a mere repetition of what I had said before. I do not mean to say that I was not to repeat what I had said before, but I was to repeat it in a new way, and when you go to one in a new way, and let them have it red-hot.

"I assumed the President wished me to discuss realities and not platitudes. I have not had experience as a public speaker, and it was a difficult role, but I have done my best to carry out the President's wishes.

"The difficulty has already been increased by the absence of specific instructions from the State Department and of any adequate discussion with its officials as to the policy of this Government. I have been made gratified that no criticism had come to me from any official source until I was recalled to Washington last week.

"With the previous approval of the President I had arranged to go to China by way of Europe, so that I might have conferences with well-informed and influential persons of widely divergent interests and points of view, and I had made many valuable appointments. It was then suggested by Mr. Knox that it would be better for me to proceed to Europe.

"I am sorry to say that this matter should be fully discussed with the President in conference with Secretary Knox, the Secretary informed me that it would be unnecessary to see the President, and that I should proceed by way of Japan. It was then agreed that I should sail on October 5th with the Minister to Japan.

"Some days before the date set for my departure I came to Washington and, after considerable difficulty, made a number of appointments with the First Assistant Secretary of State, not one of which did he keep or explain his failure to keep. No papers, not even my official credentials, were made for me when I left Washington for San Francisco, with just time to catch the steamer. I have not examined the papers from the State Department, which reached me in San Francisco after the Secretary's telegram recalling me to Washington.

"As I was hurriedly leaving Washington, a representative of an important paper asked me about the China-Japan agreement, and I said the matter was under consideration, as is well known, but no decision had been reached, and I may have said, although I do not recall it, that obviously no statement will be prepared in the absence of Mr. Hoyt. I advised him to get thoroughly informed upon the whole subject, as it would be of the greatest importance that it be handled intelligently by the American Press if official action were taken.

"This is the sum of my thinking. On mature consideration, it is my judgment that my action was in accordance with the spirit at least of the President's wishes, expressed by me to me, and that it furnished no sufficient excuse for the sensational inconsiderate action of the Secretary of State.

## NOTES AND NEWS.

## "THE TIMES" BALANCE SHEET.

The Times has issued its first report as a limited company. The report states that the directors consider that in view of the troubles times through which the newspaper has recently passed the result disclosed in the accounts may be deemed satisfactory. The directors recommend a dividend at the rate of 2 1/2 per cent. paid on the first preference shares, making, with the interim dividend of 2 1/2 per cent. paid in February, 5 per cent. for the year. The net profit for the 15 months to 31st January amounts to £20,358.

## THE OLDEST SHIP.

What is the oldest ship in the world, and still in active service? The mercantile marine of Denmark possesses ten ancient steamers varying from fourteen to sixty-eight tons, the oldest of which was built in 1723, and the youngest in 1810. They are all engaged in carrying granite and other heavy cargo in the Baltic and North Seas. The name of the "oldest ship" is the *Constance*, of 27 tons, so she has seen one hundred and eighty-six summers. It is almost needless to add that these ancient "sisters" are constructed of wood.

## GETTING RID OF A FORTUNE.

Dr. Daniel K. Pearsons, who has already given away \$4,000,000, has decided to part with his last million before the 14th of next April, when he expects to celebrate his nineteenth birthday anniversary. He will keep, says the *Literary Digest*, only sufficient money to pay his funeral for the few years longer that he expects to live. Forty years Dr. Pearsons has been one of the noted characters of Chicago. Most of his money has been given to small colleges. He intends to devote his last million to the founding of some institution in Chicago for the elevation of humankind.

## CATERING BY THE SLOTT.

Among the catering curiosities of Ostend is an automatic restaurant installed in the Rue de Flandre, says the *Caterer*. The various cooked viands on little paper trays are displayed in glass-fronted compartments of a long buffet, and are released for consumption by pushing a 10-centime or other piece in the proper slot. Sandwiches, sausage, sardines, cheese, roast beef, filleted fish, etc., are thus obtainable; and drinks, including beer, stout, cognac, bitters, &c., are dispensed on the same plan. The Automatic Restaurant is greatly in favour with the humble trippers who flock into Ostend on Sundays and fête days.

## HILDEWEISS.

Gardeners are somewhat at a loss to understand (says the *Field*) why hildeweiss should be thought so rare, and therefore, so greatly sought after. It must be largely due to the fact that one very popular song, concerning it, at any rate, even if it is a rarity on the Alps, is quite a familiar plant in British gardens, where it may be grown either in the rock garden or in the border, being best suited by sandy soil. It was introduced to this country in 1776, and is referred to in the *Botanical Magazine* for 1818 as being rare and difficult to cultivate, while the plant is now so common that it is difficult to find a garden where it is not to be seen.

## A SYNDICATE OF PERJURERS.

For some months past the Public Prosecutor at Aix-la-Chapelle had noticed with astonishment, according to a French contemporary, that the police cases tried at the neighbouring town of Julich, resulted regularly in the acquittal of the accused. Lately instances were noted where the police officers themselves were brought into the case, and their evidence brought about the acquittal of the accused. His suspicions being aroused, he made investigations, which resulted in the discovery that a syndicate of perjurers was at work. When any one of its members (who were all swindlers and rogues) got into contact with the law, a number of confederates would appear as witnesses and swear to his innocence. The two leaders of the gang have been sent to prison.

## HIGHER HEELS AND POINTED TOES.

It always has been, and probably always will be, impossible to persuade the majority of women that nature did not intend them to wear shoes with high heels, narrow treads, and pointed toes. It is quite possible to walk with comparative comfort and dignity to and from a carriage in such shoes, but it certainly is not possible comfortably to earn one's living in them. The narrow points cramp the toes together, cause corns and prevent a firm and steady grip of the ground being obtained, while the high heels throw the weight of the body forward upon a part of the foot not intended and not constructed to bear it. With the result that the ligaments in the "waist" of the foot become stretched and weakened, and allow the bones forming the instep to sink down toward the sole.

## NURSING TIMES.

"At the meeting of the Berlin Laryngological Society," Dr. Scholer, of Berlin, presented a remarkable case. It was that of a sixteen-year-old girl whose clear soprano voice had suddenly become deep and rough. At school she had a very fine soprano voice, but afterwards got a distinct male voice, which has since remained unchanged. She has never heard her own voice, but is that a man with a very deep bass voice is speaking. On examining the throat with the laryngoscope, medical men were astonished at the size of the vocal cords which were much broader and longer than one generally finds in a girl of her age. From outside, too, the larynx seemed larger than usual. On testing the voice it was found to have a most unusual range, giving three complete octaves. Her bass tones were perfect. Her higher notes were not so strong, but still good. The only case in medicine on record in which a female has had a male voice.

## BRAINWORK AND VITALITY.

As a factor in longevity attention may be called to the fact that those people who have been accustomed to the continued disciplinary use of their brains daily, and who have thus placed their nerve power under a highly-developed condition of constitutional training, are enabled by these very means to escape the so-called early decay, and to avoid those alarming accidents to health from which so many apparently healthy men succumb. People who use their brain and observe ordinary hygienic care of their bodies resist diseases in the first place, and when they are actually ill, prolong their lives or recuperate sooner than do those who have lived less intellectual lives. Thus there is given a new force to the assertion "that you may kill a man with anxiety very quickly, but it is difficult to kill him with work." Whether the brain can actually give power to the muscles is not certain, though the enormous strength sometimes developed in a last rally victory is quite certain, and can materially affect vitality is quite certain, and has been acknowledged by the experienced in all ages.—*Family Doctor*.

## JOWETT ON LORD ROSEBURY.

Lord Rosebery's recent utterances and present attitude give piquancy to a passage which a correspondent has rediscovered in Jowett's *Lectures*. The Master of Balliol was saying more than twenty years ago, and he wrote them:—"My host here is very kind, and is a man whom I like. Do you know him? He is devoted to Gladstone, but do not condemn every man for

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press Code: A.B.C. 5th Ed-Liverpool.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London or s.s. "Dorlogon" from Havre or s.s. "Medea" from Bordeaux or s.s. "Vill de Cotte" in connection with above Steamer are hereby informed that their goods with the exception of Treasures and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whose delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before 11 a.m. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriters Goods remaining unloaded after Thursday, the 25th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 25th inst., or they will not be recognized.

All damaged packages will be examined on Thursday, the 25th inst., at 3 p.m.

No Fire Insurance has been effected.

P. DE CHAMPEMOIN, Agent.

Hongkong, 18th November, 1909. [2]

## INTIMATIONS



E. R. MAGISTRACY.

IT IS HEREBY NOTIFIED that a MEETING of His Majesty's Justices of the Peace for the Colony will be held at the Magistracy, at 2.15 p.m., on FRIDAY, the 26th day of November, 1909, for the purpose of considering the following application under the Liquor Licences Ordinances, 8 of 1898 and 8 of 1908, viz.:

From one LANCE GAMBAU for a publican's licence or for an adjunct licence to sell by retail intoxicating liquors on premises numbered 13, Queen's Road Central, under the sign of "THE ARCADE HOUSE."

E. R. HALIFAX, Police Magistrate.

Hongkong, 15th November, 1909. [142]



E. R. SANITARY BOARD OFFICE

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYELAWS (as amended), every domestic building or part of such building within the EASTERN Division of the City of Victoria and the EASTERN Division of Kowloon occupied by members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road, or the site of a domestic building used as a shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of October and November.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room, all cubicle partitions, stair casings and stair linings, all ceilings and the undersides of roofs in main buildings, offices and servants' quarters and inclusive of verandahs.

The back yard must have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed, but must be cleaned.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street. Kowloon is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the North and thereof through the Yauwatt service reservoir to the Northern boundary of Kowloon.

The Government Limewashing Contractor is prepared to cleanse and lime-wash floors at the rate of \$1.00 per floor on application being made to the Secretary of the Sanitary Board.

W. BOWEN-BOWLANDS, Secretary.

Dated this 1st day of November, 1909. [1410]

## THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that Messrs. C. FERRIER & CIE have on the 4th day of August, 1909, applied for the Registration in Hongkong in the Register of Trade Marks of the following TRADE MARK:

The representation of a Kitten seated with a ribbon round its neck and the words "LE PETIT CHAT" meaning "KITTEN" underneath, and the words "A VON KATZ" meaning "SOAP OF THIS BEST QUALITY" above in the arms of Messrs. C. FERRIER & CIE who claim to be the Sole Proprietors thereof.

The Trade Mark has been used by the Applicants in respect of the following Goods in the following Class—

PERFUMED TOILET SOAP in Class 48.

A facsimile of such Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the Under-Secretary.

Dated the 22nd October, 1909.

DEACON, LOOKER & DEACON, Solicitors for the Applicants.

[1331]

## ENTERTAINMENTS

**THEATRE ROYAL.**

**TO-NIGHT (FRIDAY), Nov. 19.**

**MAURICE E. BANDMANN PRESENTS THE BANDMANN No. 1 COMEDY CO.**

IN ALL THE GREATEST AND LATEST LONDON SUCCESSES.

FRIDAY, 19th NOVEMBER.

Somerset Maugham's famous Comedy

**LADY FREDERICK**

SATURDAY, 20th NOVEMBER.

First time in Hongkong.

The Great Roman Play

**QUO VADIS?**

(Whither goest thou?)

Companion play to the "SIGN of the Cross"

MONDAY, 22nd NOVEMBER.

For the first time in Hongkong.

The Latest London Rags

**THE EARLY WORM**

Sixty laughs in 60 minutes, vide the London Press.

**PRICES: \$3, \$2 & \$1.**

Seat may now be booked at—

MOUTRIE & Co.

Doors Open 8. Commence 9.

Late Train to the Peak after Performances.

[1380]

POPULARITY THE PRIZE OF PERFECTION.

**HIPPODROME CIRCUS AND MENAGERIE.**

EVERY EVENING AT 9 P.M.

CAUSEWAY BAY.

DIRECT FROM EUROPE

**THE MARVELLOUS CARRIE BROS.**

ROCCO THE CONTINENTAL AUGUSTE AND THE GREAT AND ONLY DABENIE.

ALL NEW TO HONGKONG.

**NEXT MATINEE!**

SATURDAY, AT 4 P.M.

Plan at ROBINSON PIANO Co., Ltd.

K. BYSACK, Proprietor and Manager.

GRAND CANTON HOTEL.

**ST. PETER'S CHURCH.**

WEST POINT.

**ORGAN RECITAL.**

ON FRIDAY, NOVEMBER 26th, 1909, AT 5.30 P.M.

By

MR. GEO. GRIMBLE.

Vocalists: Mrs. A. G. GORDON, Mr. G. P. LAMBERT, Mr. W. S. HONG.

Collection in Aid of the Organ Fund.

[1399]

**HONGKONG ST. ANDREW'S SOCIETY.**

INTENDING applicants for Membership to St. Andrew's Society are invited to forward their Names to the Under-Signed for Submission to the General Committee. The entrance fee is \$5, and the Annual Subscription \$2.00. Any respectable Scotsman is eligible for Membership.

DAVID WOOD, Hon. Secretary.

Hongkong, 7th September, 1909. [1174]

**SINGON & CO.**

IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

**NEW CARTRIDGES.**

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to .558. at \$6, \$7 and \$7.50 per 100, SPOTTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHEIDT & Co.

Hongkong, 25th October, 1906. [1314]

**AUTOMATIC BROWNING POCKET PISTOLS.**

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.

Hongkong, 6th March, 1907. [47]

## AUCTIONS

(BY ORDER OF THE MORTGAGEE.)

PARTICULARS & CONDITIONS OF SALE OF VALUABLE LEASEHOLD PROPERTY TO BE SOLD BY PUBLIC AUCTION, FRIDAY, the 26th day of NOVEMBER, 1909, at 12 o'clock Noon, at his SALES ROOM, Mr. GEO. P. LAMBERT, Auctioneer.

BEING all that Piece or Parcel of ground situate lying and being at Victoria in the Colony of Hongkong, known and registered in the Land Office as INLAND LOT No. 103, together with the message or mortgage thereon known as Nos. 2 and 4 Kennedy Road. The said premises are held for the redemption of the term of 75 years created therein by the Crown Lease thereof subject to the payment of the Annual Crown Rent and to the performance of the covenants therein reserved and contained.

For further particulars, apply to Messrs. D'ALMADA & SMITH, Solicitors for the Vendor, or to Mr. GEO. P. LAMBERT, Auctioneer.

Hongkong, 18th November, 1909. [1427]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to Sell by Public Auction, on THURSDAY, the 2nd day of DECEMBER, 1909, at 3 o'clock in the afternoon, at his SALES ROOMS, in Duddell Street, Victoria, Hongkong, The Following

VERY VALUABLE LEASEHOLD AND RECLAMATION PROPERTIES, IN FOUR LOTS:

LOT 1.—All that Piece or Parcel of ground situate at Victoria in the Colony of Hongkong, known and registered in the Land Office as SECTION B or MARINE LOT No. 34 together with the message or mortgage and building thereon known as No. 30, Bonham Street, area 1,689 square feet, Term 99 years. Annual Crown Rent, \$30.19.

LOT 2.—All that Piece or Parcel of ground situate at Victoria aforesaid and known and registered in the Land Office as SUB-SECTION 4 or SECTION B or MARINE LOT No. 6 together with the message or mortgage and building thereon known as No. 6, Bonham Street, Term 99 years. Annual Crown Rent, \$6.00.

LOT 3.—All that Piece or Parcel of ground situate in the Dependency of Kowloon and Colony of Hongkong and known and registered in the Land Office as SUB-SECTION 3 or SECTION A or KOWLOON INLAND LOT No. 713, together with the message or mortgage and buildings thereon known as No. 364, Shanghai Street, Area 1,682 square feet, Term 75 years. Annual Crown Rent, \$2.20.

LOT 4.—All that Piece or Parcel of ground situate at Victoria aforesaid and known and registered in the Land Office as SECTION D or PRAYA RECLAMATION TO THE REMAINING PORTION OF MARINE LOT No. 37A (held under and upon the terms and conditions of two several Agreements relating to the Reclamation in front of Marine Lot No. 37A Remaining Portion dated respectively the 5th October, 1899, and the 9th June, 1909, and respectively made between Bruce Shepherd Acting for and on behalf of the then Governor of Hongkong of the one part and Tean Tak Tong of the other part, and between the said Tean Tak Tong of the one part and His Excellency Sir HENRY ARTHUR BLAKE, G.C.M.G., Governor and Commander-in-Chief of the said Colony of Hongkong and its Dependencies and Vice-Admiral of the same, of the other part; by the first of which Agreements the Governor agreed to grant to the said Tean Tak Tong his executor, assigns, heirs and assigns a Crown Lease of the said premises for the term of 99 years upon the terms and subject to the conditions in the said Agreement mentioned, and by the second of which Agreements in consideration of the Governor letting the said Tean Tak Tong into possession of the said premises the said Tean Tak Tong agreed (inter alia) to pay to the Governor the Annual Crown Rent of \$700.00, together with the message or mortgage and building thereon known as No. 52, Connaught Road West and No. 1, Des Vaux Road West, Area 793 square feet. Proportion of Annual Crown Rent, \$15.50.

For further particulars and conditions of sale apply to Messrs. JOHNSON, STOKES & MASTER, Solicitors for the Vendor, or to Mr. GEO. P. LAMBERT, The Auctioneer.

Hongkong, 15th November, 1909. [1419]

**ASAHI BEER**

**SAPPORO BEER**

TO BE OBTAINED FROM BEER DEALERS

SOLE AGENTS: MITSUI BUSSAN KAISHA.

HANG HING & Co. 中興

Jewellery, Gold and Silver Smiths, Silk Goods, Chin-see Embroideries, Crapes, Shawls, Belts, Dresses, Best Grass-cloths, Shirts, Suits, Drapes, Table-cloths, Ivory, Sandalwood Fans, &c.

JADESTONE, CUBIC, FANCY WARES, &c.

Wholesale and Retail at Moderate Prices; Also dealers in CHINA WARE, WATCH MAKERS, 102, Queen's Road Central, Opposite Market.

[1349]

## BANKS

**THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.**

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,575,000

RESERVE LIABILITIES OF PROPERTIES £1,200,000

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

On Fixed Deposits for 12 months 4 per cent. for 6 " 3 " for 3 " 2 "

WM. DICKSON, Manager.

Hongkong, 6th April, 1909. [121]

**DEUTSCH-ASIATISCHE BANK.**

CAPITAL FULLY PAID UP—Sh. Tels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tainanfu, Taingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers: KÖNIGLICHE SÄNDLUNG (PREUSSISCHER STAATSBANK) Berlin.

DIREKTION DES DISCOUNT-GESellschaft DEUTSCHE BANK S. BLEICHRODER BERLINER HANDELS-GESELLSCHAFT BANK FÜR HANDEL UND INDUSTRIE ROBERT WARSHAUER & CO. MÜNCHEN M. A. VON ROTHSCHILD & SÖHN. Frankfort a. M. JACOB S. H. STEIN NORDDEUTSCHE BANK IN HAMBURG, HAMBURG. SAL. OPPENHEIM, JR. & CO., KÖLN. BAYERISCHER HYPOTHEKEN UND WECHSELBANK, MÜNCHEN.

INTEREST allowed on Current Accounts, DEPOSITS received on terms which may be loaned on application. Every description of Banking and exchange business transacted.

A. KOEHN, Manager.

Hongkong, 4th December, 1907. [24]

**THE MERCANTILE BANK OF INDIA, LIMITED.**

AUTHORIZED CAPITAL £1,500,000

SUBSCRIBED £1,125,000

PAID-UP £562,000

RESERVE FUND £250,000

BRANCHES: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

On Fixed Deposits: For 12 months 4 per cent. For 6 " 3 " For 3 " 2 "

EVAN ORNSTON, Manager.

Hongkong, 27th April, 1909. [23]

**THE YOKOHAMA SPECIE BANK LIMITED.**

CAPITAL PAID-UP—Yen 24,000,000

RESERVE FUND—15,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES: Tokyo, Nagasaki, Yokohama, Kobe, Osaka, London, San Francisco, Honolulu, Shanghai, Tientsin, Hankow, Peking, Newchwang, Dairen, Port Arthur, Antung, Liyang, Chungking, Tientsin.

HONGKONG—INTEREST ALLOWED: On Current Accounts at the rate of 2 per cent. per annum on the daily balance. On fixed deposits for 12 months 4 per cent. " " " 6 " 3 " " " 3 " 2 "

TAKEO TAKAMICHI, Manager.

Hongkong, 14th September, 1909. [454]

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

PAID-UP CAPITAL £15,000,000

RESERVE FUND—£1,500,000

STERLING £1,500,000 at 2/—=£15,000,000

SILVER £15,250,000

RESERVE LIABILITY OF PROPERTIES £15,000,000

COURT OF DIRECTORS: Hon. Mr. W. J. GESSON—Chairman. H. B. TUCKERS, Esq.—Deputy Chairman. G. H. LALLOCH, Esq. F. L. LEE, Esq. J. W. BAXTER, Esq. E. L. SHALLAN, Esq. E. G. BARRETT, Esq. R. SHORAN, Esq. C. S. GABBY, Esq. H. A. SIEBE, Esq. C. R. LAMMANN, Esq.

CHIEF MANAGER: Hongkong—J. A. M. SMITH.

MANAGER: Shanghai—H. E. HUNTER.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED: On Current Accounts at the rate of Two per cent. per annum on the daily balance. On Fixed Deposits: For 3 months, 2 1/2 per cent. per annum. For 6 months, 3 1/2 per cent. per annum. For 12 months, 4 per cent. per annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 13th November, 1909. [20]

## BANKS

**NEDERLANDSCH-INDISCH HANDELSBANK.**

(NEDERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000)

Subscribed Capital Fl. 12,378,100 (£1,031,500)

Reserve Fund Fl. 2,754,339.09 (£229,532)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS: THE WILLIAMS DEACONS BANK, SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fire Deposits at the following rates:—

12 months 4 per cent. annum.

6 do. 3 1/2 do.

3 do. 3 do.

C. WOLDRING, Manager.

No. 15, Des Vaux Road Central.

Hongkong, 4th August, 1909. [26]

**THE BANK OF TAIWAN, LIMITED.**

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital Subscribed (paid up) Yen 5,000,000

Reserve Fund Yen 1,500,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES: Kobe, Nagasaki, Tainan, Osaka, Tokyo, Shanghai, Yokohama.

**HONGKONG OFFICE:**

3, Des Vaux Road.

Interest allowed on Current Accounts Deposits received on terms which may be had on application.

D. TOHDOW, Manager.

Hongkong, 10th September, 1909. [1362]

**INTERNATIONAL BANKING CORPORATION.**

CAPITAL PAID UP—Gold \$3,250,000

—about Mex. \$7,223,232

RESERVE FUND—Gold \$3,250,000

—about Mex. \$7,223,232

HEAD OFFICE: 60 Wall Street, New York.

LONDON OFFICE: Threadneedle House, E.C.

LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES and AGENTS all over the World.

THE Corporation transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4 1/2 per cent. per annum.

For 6 " 4 " " "

For 3 " 3 " " "

No. 9, Queen's Road, Central, Hongkong.

W. M. ANDERSON, Manager.

Hongkong, 8th April, 1908. [1335]

**HONGKONG SAVINGS BANK.**

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3 per cent. per annum. Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION. J. B. M. SMITH, Chief Manager.

Hongkong, 12th January, 1907. [21]

**TO LET.**

TO LET.

**NO. 2, OLD BAILEY.** Possession from 1st December.

Apply to—

ARRATON V. APCAR & Co., 14, Des Vaux Road.

Hongkong, 5th November, 1909. [1388]

**POPULAR SUMMER RETREAT.**

ONE of the BEST HOUSES at Kuliang, the Beautiful Summer Resort and Sanatorium, near Fochow, to be let fully furnished, for the whole season. Apply to Office of this paper for references.

Fochow, 22nd May, 1909. [794]

**TO LET.**

**GODOWN, No. 4, Praya, Kennedy Town.**

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st November, 1909. [1340]

**TO LET.**

**DUNHAVEN, 33, ROBINSON ROAD.**

52 and 69, CAINE ROAD.

Apply to—

HO U MING, 81, Queen's Road Central.

Hongkong, 4th November, 1909. [1177]

**TO LET.**

**GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap Ting's Godown East Point).**

Immediate Possession. Rent exceptionally moderate.

Apply to—

KAM FOOK, No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spur.

Hongkong, 28th May, 1909. [792]

**TO LET.**

**GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.**

Apply to—

CHATER & MODY, Victoria Buildings.

Hongkong, 1st February, 1909. [264]

**TO LET.**

**NO. 2, BEACONSFIELD ARCADE,** facing the Parade Ground. PREMISES lately vacated by Messrs. Gordon & Co., known as 21, Whitefield, Shaikwan Road.

PREMISES at SHANREN, CANTON, now in occupation of the Canton Kowloon Railway. The EYELE, No. 13, Peak, Six Rooms, Tennis Court and very Large Garden.

BEACONSFIELD ARCADE, 2 Rooms on 1st Floor, well suited for Offices.

NO. 25, SHELLEY STREET (new House), GODOWNS in Duddell Street.

ROBINSON ROAD, newly painted and color-washed, exceptionally cheap rentals.

FOR SALE.—TONG CHEE, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings.

Hongkong, 23rd October, 1909. [100]

**TO LET.**

**NOS. 20 and 21, PRAYA, KENNEDY TOWN,** Two Extensive Two-Storeyed Semi-Detached Godowns; Ground Surface of Cement Concrete and Road, 2 Rooms on 1st Floor, Praya, KENNEDY TOWN, One Extensive Two-Storeyed Godown.

All are in First-Class Condition, suitable for storing Rice, Flour, etc.

Rents moderate.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 8th November, 1909. [1396]

**TO LET.**

**NO. 1, GARDEN ROAD, Kowloon.** Eight-Roomed House and Tennis Court.

Apply to—

H. M. H. NEMAZEE, 9, Poddar's Hill.

Hongkong, 14th August, 1909. [1073]

**TO LET.**

**KING'S BUILDINGS.**

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st November, 1909. [818]

**TO LET.**

**NO. 1 and 3, MORRISON HILL.** Also OFFICES at No. 2, PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON & Co., Ltd.

Hongkong, 31st May, 1909. [307]

**TO LET.**

**A HOUSE in Wong Nei Chong Road.**

A HOUSE in RIFON TERRACE, EXMOOR, Conduit Road.

OFFICES to Let, No. 2, Connaught Road, 3rd Floor.

NO. 3, CLIFTON GARDENS, Conduit Road.

NO. 10, DES VEAUX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING, GODOWNS in PRAYA EAST, BLUE BUILDINGS and NO. 16B, Des Vaux Road next to the HONGKONG HOTEL.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st November, 1909. [97]

**TO LET.**

**ONE SPACIOUS GODOWN, No. 125, Wanhai Road.**

Apply to—

REUTER BROCKELMANN & Co.

Hongkong, 20th September, 1909. [91]

**TO LET.**

**NO. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six Rooms House, with Outhouse, Commanding a Fine View of the Harbour.**

Apply to—

F. X. D'ALMADA & CASTRO, 35, Queen's Road Central.

Hongkong, 7th July, 1909. [336]

**TO LET.**

**STORAGE.**

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE, Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST, approximate AREA 4,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply to—

GEO. FENWICK & Co., Ltd.

Hongkong, 8th June, 1906. [96]

**TO LET.**

**GODOWN, No. 5A, DUDDELL STREET.**

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st November, 1909. [98]

**TO LET.**

**WINDSOR LODGE, Kimberley Road, Kowloon.** Five Rooms House with Tennis Court and Small Garden.

FOUR and FIVE-ROOMED HOUSES at Kowloon.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yauwatt, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 4th November, 1909. [1258]

**TO LET.**

**IN No. 5, DES VEAUX ROAD CENTRAL, ONE GODOWN.**

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers No. 31, Wyndham Street.

DAVID SASSOON & Co., Ltd.

Hongkong, 19th December, 1909. [1054]

## INSURANCES

## NOTICE

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates.

JOHN D. HUMPHREYS & SON,  
Hongkong, 18th August, 1909. [1083]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.  
WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.  
TOTAL FUNDS AT 31st DECEMBER, 1908 £12,121,510.

I. Authorized Capital, £6,000,000  
Subscribed Capital, £3,750,000  
Paid-up Capital, £1,212,500 0 0  
II. Fire Funds, £3,204,753 7 10  
The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,  
Agents,  
Hongkong, 14th August, 1909. [1908]

## NOTICES TO CONSIGNEES

## "SHIRE" LINE OF STEAMERS, LTD

## NOTICE TO CONSIGNEES.

FROM EUROPE VIA COLOMBO AND STRAITS.

## THE Company's Steamship

"DENBIGHSHIRE,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where the consignments will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 20th inst., at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, where they will be examined at 10 A.M. on the 19th inst. No Claims will be admitted after Goods have left the Godowns, neither will they be recognised if presented after 19 days of vessel's arrival here.

JARDINE, MATHESON & Co., Ltd.,  
Agents,  
Hongkong, 15th November, 1909. [1420]

## NORDDEUTSCHER LLOYD, BREMEN

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"PRINZ WALDEMAR,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 20th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 9.30 A.M.

All Claims must reach us before the 24th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents,  
Hongkong, 17th November, 1909. [5]

## FROM EUROPE.

## THE H.A.L. Steamship

"SUEVIA,"  
Captain Kotze, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the undersigned.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 23rd inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,  
Hongkong Office,  
Hongkong, 17th November, 1909. [1428]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

## THE Company's Steamship

"E. FRANZ FERDINAND,"  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

The Steamer brings Cargo from Venice ex a.s. "Telia," transhipped at Trieste.

Venice ex a.s. "Meteorich," transhipped at Trieste.

Q- and Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before Noon on the 2-nd inst., or they will not be recognised.

All broken, chafed and damaged goods are to be left in the Godowns, when they will be examined on the 23d inst., at 10 A.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th inst. will be subject to rent.

Bills of Lading will be countersigned by

SANDELL, WIEBER & Co.,  
Agents,  
Hongkong, 17th November, 1909. [3]

## NAPIER JOHNSTONE'S "SQUARE BOTTLE" WHISKY.



SOLE AGENTS IN HONGKONG:  
**LANE, CRAWFORD & CO.,**  
and from ALL WINE MERCHANTS. [32]

SIEN TING  
SURGEON DENTIST,  
No. 10, D'AGUIAR STREET  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 31st September, 1905. [1221]

DR. M. H. CHAUN.  
THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.  
33, QUEEN'S ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 17th April, 1907. [1152]

ALL and every thing from  
FATHER TUCK.  
Popular Packets of  
18 Selected X-MAS CARDS for 50 Cents Only.

CALE DARS, HALF MASKS, PICTURE and PAINTING BOOKS, MECHANICAL and BOOKING ANIMALS, PICTORIAL PUZZLE POSTCARDS, KINDERGARTEN, A.B.C. of ANIMALS, ALPHABET, RELIEF SCRAPES, CHRISTMAS AUTO STATIONERY, &c., &c. Inspection Invited.

**GRAHA & CO.,**  
27, DES VEXES ROAD.  
[1259]

**A LING & CO.,**  
19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.  
Hongkong, 31st July, 1907. [1337]

**KODAKS AND FILMS.**

JUST LANDED  
DEVELOPING and PRINTING UNDERTAKEN.

**A. TACK & CO.,**  
26, DES VEXES ROAD, CENTRAL.  
Hongkong, 15th November, 1909. [37]

**MITSU BISHI DOCKYARD AND ENGINE WORKS,**  
NAGASAKI.

CODE WORD: "DOCK."

A.I. A.B.C., and Engineering Code Used  
NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.  
Length on Blocks... 714  
Width of Entrance on Top... 963  
Width of Entrance on Bottom... 868  
Water on Blocks at Spring Tide... 342

DOCK No. 1.

Extreme Length... 523 feet.  
Length on Blocks... 513  
Width of Entrance on Top... 88  
Width of Entrance on Bottom... 77  
Water on Blocks at Spring Tide... 64

DOCK No. 2.

Extreme Length... 371 feet.  
Length on Blocks... 360  
Width of Entrance on Top... 66  
Width of Entrance on Bottom... 53  
Water on Blocks at Spring Tide... 22

PATENT SLIP.  
Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING and REPAIRING SHIPS, ENGINES, BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P., specially built for SALVAGE PURPOSES) equipped with necessary gear, always ready for Short Notice. [580]

## GERMAN AND ENGLISH SHIPS.

## A STRIKING COMPARISON.

Geheimrat Professor Flamm, an acknowledged authority in Germany in shipbuilding and lecturer in this subject at the Technical High School at Charlottenburg, has, during the present summer, visited a number of English shipyards, together with a party of students. In commenting upon this visit, the Professor says that the shipbuilding industry is depressed in England as in Germany, empty slips, reduction of the number of hands employed, and shorter hours are the usual outcome of bad times for the shipping trade. Some British yards, however, were fully employed with the building of warships, of which 69 representing an aggregate of 223,950 tons, are now in course of construction, 37 of which, with an aggregate of 174,350 tons, are for England, and 12, with an aggregate of 49,600 tons, for foreign account. England has 35 large and medium sized yards, against Germany's 43. The following figures show the respective output of ships in England and Germany for the last three years—

|       | Great Britain. | Germany. |
|-------|----------------|----------|
| Tons. | Tons.          | Tons.    |
| 1906  | 2,030,900      | 366,953  |
| 1907  | 1,847,200      | 315,584  |
| 1908  | 1,077,226      | 322,133  |

Of the above the following were for foreign account—

|       | Great Britain. | Germany. |
|-------|----------------|----------|
| Tons. | Tons.          | Tons.    |
| 1906  | 406,000        | 29,243   |
| 1907  | 547,000        | 20,122   |
| 1908  | 576,600        | 3,963    |

Foreign navies are now more inclined to place their orders in England than in Germany, partly because prices are cheaper there, and partly because the English yards build better than the German. Professor Flamm states that the British workman is more skilled and better trained than the German. The workman's interest in their work appears to be greater, and their skillfulness higher in England than in Germany. The Professor is of opinion that this is the outcome of British free Constitution, which endows every man with a certain dignity. Many of the British yards, even the larger ones, undertake how to bring about good results by very cheap and primitive means. The large, up-to-date, well-equipped German yards are above the medium average in England, where, notwithstanding, excellent work is turned out just on account of the great ability of the British workman. This system entails great saving of first cost, interest, and writings off. It is a question whether the German shipyards have not gone much too far in the matter of transport appliances and mechanical installations to be able to compete financially. On the other hand, the rising wages in Germany make an extended use of plant necessary, and Professor Flamm thinks the British yards will soon have to follow suit.—E.gincering.

Foreign navies are now more inclined to place their orders in England than in Germany, partly because prices are cheaper there, and partly because the English yards build better than the German. Professor Flamm states that the British workman is more skilled and better trained than the German. The workman's interest in their work appears to be greater, and their skillfulness higher in England than in Germany. The Professor is of opinion that this is the outcome of British free Constitution, which endows every man with a certain dignity. Many of the British yards, even the larger ones, undertake how to bring about good results by very cheap and primitive means. The large, up-to-date, well-equipped German yards are above the medium average in England, where, notwithstanding, excellent work is turned out just on account of the great ability of the British workman. This system entails great saving of first cost, interest, and writings off. It is a question whether the German shipyards have not gone much too far in the matter of transport appliances and mechanical installations to be able to compete financially. On the other hand, the rising wages in Germany make an extended use of plant necessary, and Professor Flamm thinks the British yards will soon have to follow suit.—E.gincering.

Foreign navies are now more inclined to place their orders in England than in Germany, partly because prices are cheaper there, and partly because the English yards build better than the German. Professor Flamm states that the British workman is more skilled and better trained than the German. The workman's interest in their work appears to be greater, and their skillfulness higher in England than in Germany. The Professor is of opinion that this is the outcome of British free Constitution, which endows every man with a certain dignity. Many of the British yards, even the larger ones, undertake how to bring about good results by very cheap and primitive means. The large, up-to-date, well-equipped German yards are above the medium average in England, where, notwithstanding, excellent work is turned out just on account of the great ability of the British workman. This system entails great saving of first cost, interest, and writings off. It is a question whether the German shipyards have not gone much too far in the matter of transport appliances and mechanical installations to be able to compete financially. On the other hand, the rising wages in Germany make an extended use of plant necessary, and Professor Flamm thinks the British yards will soon have to follow suit.—E.gincering.

## EAST AND WEST.

Few events, says the Times, are likely to have so profound an influence upon the future course of the world's history as the forcible opening up of the Far East to Western intercourse during the nineteenth century. More than a third of the human race, and by no means the least highly endowed, were content to live their own life and develop on their own lines of civilization far removed from the fret and strife of Western nations. We of our own free will, confident in the innate superiority of the Western race, compelled them to surrender their ancient isolation and to take their part in the great international struggle for existence. Sooner or later the yellow races were destined to be drawn into the whirlpool of modern activity. With the development of scientific appliances for the conquest of geographical distance the old barriers could not permanently endure, but their removal might eventually have come about with perhaps more of mutual consent and less of one-sided coercion. But we have now to reckon with accomplished facts. After a brief period of internal turmoil, Japan not only yielded with good grace, but threw herself with might and main into the new life upon which she had been constrained to enter. Within half a century the results have already been such as to astonish the West. China ways more slow to move, and it is only within the last decade that she has begun to abandon a sullen attitude of passive if impotent resistance; but she, too, is now moving apace, and the stagnant waters of her ancient civilization are being stirred to their depths. What the outcome of the transformation of China will be none can at present say. All that may safely be predicted is that the China of 1909 will be as different from the China of 1900 as the Japan of 1900 was from the Japan of 1850, and that the immediate results of so vast a change upon the political situation and upon the international relations of all the great world Powers will hardly be less momentous than those already produced by the emergence of Japan.

But there is another aspect of these problems of even greater moment for the future of the human race to which our Correspondent has turned in the "Far East" article of his series. He deals with it only in reference to Japan, but it will present itself sooner or later with equal force in connection with China. What will be the effect produced upon the national character of these hitherto self-contained and self-contained peoples by prolonged and over closer contact with the alien civilization of the West? Even as far as Japan is concerned it would be impossible to supply an answer to the immense question which our Correspondent raises, nor does he himself attempt to do so. Time and Time only can provide that. But he states some of the more evident of the factors whose complex play, combined with that of many more as yet unknown and unknowable, must one day determine that answer. The view which he takes is the only reasonable view. It is diffused with the light of a strong hope, but of a hope not untinted by some sobering fears. Not the wisest and the most penetrating of Western intellects could have foreseen thirty years ago the transformation of Japan which he has beheld in our days. That the stage in her development to which she has now brought her is but a stage of transition is abundantly clear. Who can predict what further process of growth or of decay lies before her, whether it may lead, or what goal it may reach? Of one thing we may feel reasonably sure—it cannot be a mere continuation of the stages she has accomplished. The forces which have carried Japan to her high place with a rapidity unparalleled in the history of the world had their roots struck deep and wide in the immemorial past. It was the union of her old spiritual and moral traditions with the methods and the material discoveries of the West which gave to her soul and mind their unique temper, during the heroic contact with Russia. The men who led her sons to their astonishing victories by land and sea spoke a profound truth when they proclaimed that it was the spirits of their ancestors who had guided their conquering swords. They fought with weapons the most perfect that the science of Europe could devise.

But there is another aspect of these problems of even greater moment for the future of the human race to which our Correspondent has turned in the "Far East" article of his series. He deals with it only in reference to Japan, but it will present itself sooner or later with equal force in connection with China. What will be the effect produced upon the national character of these hitherto self-contained and self-contained peoples by prolonged and over closer contact with the alien civilization of the West? Even as far as Japan is concerned it would be impossible to supply an answer to the immense question which our Correspondent raises, nor does he himself attempt to do so. Time and Time only can provide that. But he states some of the more evident of the factors whose complex play, combined with that of many more as yet unknown and unknowable, must one day determine that answer. The view which he takes is the only reasonable view. It is diffused with the light of a strong hope, but of a hope not untinted by some sobering fears. Not the wisest and the most penetrating of Western intellects could have foreseen thirty years ago the transformation of Japan which he has beheld in our days. That the stage in her development to which she has now brought her is but a stage of transition is abundantly clear. Who can predict what further process of growth or of decay lies before her, whether it may lead, or what goal it may reach? Of one thing we may feel reasonably sure—it cannot be a mere continuation of the stages she has accomplished. The forces which have carried Japan to her high place with a rapidity unparalleled in the history of the world had their roots struck deep and wide in the immemorial past. It was the union of her old spiritual and moral traditions with the methods and the material discoveries of the West which gave to her soul and mind their unique temper, during the heroic contact with Russia. The men who led her sons to their astonishing victories by land and sea spoke a profound truth when they proclaimed that it was the spirits of their ancestors who had guided their conquering swords. They fought with weapons the most perfect that the science of Europe could devise.

But there is another aspect of these problems of even greater moment for the future of the human race to which our Correspondent has turned in the "Far East" article of his series. He deals with it only in reference to Japan, but it will present itself sooner or later with equal force in connection with China. What will be the effect produced upon the national character of these hitherto self-contained and self-contained peoples by prolonged and over closer contact with the alien civilization of the West? Even as far as Japan is concerned it would be impossible to supply an answer to the immense question which our Correspondent raises, nor does he himself attempt to do so. Time and Time only can provide that. But he states some of the more evident of the factors whose complex play, combined with that of many more as yet unknown and unknowable, must one day determine that answer. The view which he takes is the only reasonable view. It is diffused with the light of a strong hope, but of a hope not untinted by some sobering fears. Not the wisest and the most penetrating of Western intellects could have foreseen thirty years ago the transformation of Japan which he has beheld in our days. That the stage in her development to which she has now brought her is but a stage of transition is abundantly clear. Who can predict what further process of growth or of decay lies before her, whether it may lead, or what goal it may reach? Of one thing we may feel reasonably sure—it cannot be a mere continuation of the stages she has accomplished. The forces which have carried Japan to her high place with a rapidity unparalleled in the history of the world had their roots struck deep and wide in the immemorial past. It was the union of her old spiritual and moral traditions with the methods and the material discoveries of the West which gave to her soul and mind their unique temper, during the heroic contact with Russia. The men who led her sons to their astonishing victories by land and sea spoke a profound truth when they proclaimed that it was the spirits of their ancestors who had guided their conquering swords. They fought with weapons the most perfect that the science of Europe could devise.

But there is another aspect of these problems of even greater moment for the future of the human race to which our Correspondent has turned in the "Far East" article of his series. He deals with it only in reference to Japan, but it will present itself sooner or later with equal force in connection with China. What will be the effect produced upon the national character of these hitherto self-contained and self-contained peoples by prolonged and over closer contact with the alien civilization of the West? Even as far as Japan is concerned it would be impossible to supply an answer to the immense question which our Correspondent raises, nor does he himself attempt to do so. Time and Time only can provide that. But he states some of the more evident of the factors whose complex play, combined with that of many more as yet unknown and unknowable, must one day determine that answer. The view which he takes is the only reasonable view. It is diffused with the light of a strong hope, but of a hope not untinted by some sobering fears. Not the wisest and the most penetrating of Western intellects could have foreseen thirty years ago the transformation of Japan which he has beheld in our days. That the stage in her development to which she has now brought her is but a stage of transition is abundantly clear. Who can predict what further process of growth or of decay lies before her, whether it may lead, or what goal it may reach? Of one thing we may feel reasonably sure—it cannot be a mere continuation of the stages she has accomplished. The forces which have carried Japan to her high place with a rapidity unparalleled in the history of the world had their roots struck deep and wide in the immemorial past. It was the union of her old spiritual and moral traditions with the methods and the material discoveries of the West which gave to her soul and mind their unique temper, during the heroic contact with Russia. The men who led her sons to their astonishing victories by land and sea spoke a profound truth when they proclaimed that it was the spirits of their ancestors who had guided their conquering swords. They fought with weapons the most perfect that the science of Europe could devise.

But there is another aspect of these problems of even greater moment for the future of the human race to which our Correspondent has turned in the "Far East" article of his series. He deals with it only in reference to Japan, but it will present itself sooner or later with equal force in connection with China. What will be the effect produced upon the national character of these hitherto self-contained and self-contained peoples by prolonged and over closer contact with the alien civilization of the West? Even as far as Japan is concerned it would be impossible to supply an answer to the immense question which our Correspondent raises, nor does he himself attempt to do so. Time and Time only can provide that. But he states some of the more evident of the factors whose complex play, combined with that of many more as yet unknown and unknowable, must one day determine that answer. The view which he takes is the only reasonable view. It is diffused with the light of a strong hope, but of a hope not untinted by some sobering fears. Not the wisest and the most penetrating of Western intellects could have foreseen thirty years ago the transformation of Japan which he has beheld in our days. That the stage in her development to which she has now brought her is but a stage of transition is abundantly clear. Who can predict what further process of growth or of decay lies before her, whether it may lead, or what goal it may reach? Of one thing we may feel reasonably sure—it cannot be a mere continuation of the stages she has accomplished. The forces which have carried Japan to her high place with a rapidity unparalleled in the history of the world had their roots struck deep and wide in the immemorial past. It was the union of her old spiritual and moral traditions with the methods and the material discoveries of the West which gave to her soul and mind their unique temper, during the heroic contact with Russia. The men who led her sons to their astonishing victories by land and sea spoke a profound truth when they proclaimed that it was the spirits of their ancestors who had guided their conquering swords. They fought with weapons the most perfect that the science of Europe could devise.

But there is another aspect of these problems of even greater moment for the future of the human race to which our Correspondent has turned in the "Far East" article of his series. He deals with it only in reference to Japan, but it will present itself sooner or later with equal force in connection with China. What will be the effect produced upon the national character of these hitherto self-contained and self-contained peoples by prolonged and over closer contact with the alien civilization of the West? Even as far as Japan is concerned it would be impossible to supply an answer to the immense question which our Correspondent raises, nor does he himself attempt to do so. Time and Time only can provide that. But he states some of the more evident of the factors whose complex play, combined with that of many more as yet unknown and unknowable, must one day determine that answer. The view which he takes is the only reasonable view. It is diffused with the light of a strong hope, but of a hope not untinted by some sobering fears. Not the wisest and the most penetrating of Western intellects could have foreseen thirty years ago the transformation of Japan which he has beheld in our days. That the stage in her development to which she has now brought her is but a stage of transition is abundantly clear. Who can predict what further process of growth or of decay lies before her, whether it may lead, or what goal it may reach? Of one thing we may feel reasonably sure—it cannot be a mere continuation of the stages she has accomplished. The forces which have carried Japan to her high place with a rapidity unparalleled in the history of the world had their roots struck deep and wide in the immemorial past. It was the union of her old spiritual and moral traditions with the methods and the material discoveries of the West which gave to her soul and mind their unique temper, during the heroic contact with Russia. The men who led her sons to their astonishing victories by land and sea spoke a profound truth when they proclaimed that it was the spirits of their ancestors who had guided their conquering swords. They fought with weapons the most perfect that the science of Europe could devise.

and their strategy was framed on European models. But it was the delivery and the patriotism of the Samurai, which first drew hearts, and the habits of self-abnegation and of implicit obedience, handed down through the centuries, which were the foundation and the bond of their discipline.

What is best in these traditions may be preserved. The traditions themselves cannot be preserved unchanged. When the makers of modern Japan brought her into contact with Western civilization, they exposed the whole body of her into action is irresistible. It is doing, and it must go on doing its work. Symptoms of its operation, which are marked and unmistakable, are already manifest in many spheres. The changes must continue, and as they continue they must necessarily spread wider over the national life and permeate its innermost tissues more deeply. The growth and the diffusion of wealth are amongst the most palpable of these changes. They have already been very great, and the remarkable Report issued last year by the Emperor's Commission clearly witnesses, and doubtless they will be greater. The formation of an entirely new middle class is one of the consequences which is following from them. The rise and expansion of this class, our Correspondent points out, may affect not merely the commerce and industry, but the politics and the ethics of the nation. The changes which Western intercourse brings cannot be confined to the material order. It is progress with other influences, subtler, and more pervasive than wealth and the crude materialism that wealth fosters. They may work for good or evil. They cannot be shut out or sterilized. The spiritual ideas and the spiritual life of the nation must infallibly undergo modification with the rest of its inherited conceptions. The rise in Japan of a movement for the regeneration of Buddhism on an ethical rather than a doctrinal basis, and on the basis of the New Testament, is exceedingly suggestive. So, too, is the pronounced attraction which the moral code of Christianity possesses for many Japanese. The growth of these tendencies and ideas indicates that a void in the spiritual life of the higher classes already exists. It seems destined almost certainly to expand. Can it be filled, and by what means? Great issues hang upon the answer, for, be it what it will, it must react upon the beliefs and upon the morals of the whole world.

## SIAM AND OPIUM.

Opium is much the biggest "revenue head" in Siam's budget—thirteen and a half out of sixty-three millions—but fortunately this country can regard with some equanimity the plight in which both the Straits and Hongkong are finding themselves from the same source of revenue. The Government of the Straits Settlements is following the example of Siam in bringing the opium monopoly under Government administration, but the colony is ruled from London, and the better the new department does its work, the greater will be the opportunity to censure on the part of the anti-opium agitators in England, and the greater the danger of this source of revenue being taken from the colony. The Siam has been got rid of in Siam, with a view to steps being taken ultimately to discourage the use of the drug. But we are not aware that any such steps have been taken so far, since the opium revenue is as important here as in the colonies mentioned. The necessary preliminary of ending the Siam's habit, however, has been completed, and when the new department has sufficient experience the question of what can safely be done to prevent the spreading of the habit will deserve serious consideration. Opium does real evil, but the evil will not be lessened by ill-considered reforms and fortunately this country can take her own time in carrying them out.—Bangkok Times.

## THE HORROR OF IT.

Vigorous, healthy folks simply cannot imagine what a consolidated horror, what a death-in-life Indigestion is. They speak lightly of it. "I think I have a bit of indigestion," they say, or, "poor Mrs. So-and-so has some trouble with her stomach." "A touch," or "some trouble," farewell! When people use these phrases somebody is near the danger line. Of all the ills that afflict humanity none causes such an amount of misery as Indigestion. It destroys annually, directly and indirectly, more lives than consumption, cancer and cholera combined. When digestion fails, life itself ebbs away, just as a steam engine stops when the coal gives out. And for the very same reason. Food is the source of energy, action, health, strength—only when it is properly digested. If you cannot digest your food—as the furnace burns the coal, your heat, power, energy must run down. Continue this condition and your engines will stop!

Food that lies in your stomach undigested is doing untold harm by distilling poisons, acid gases, that first taint the blood and then are carried by that blood all through your system. This poison clogs the brain, inflames the nerves, muscles and joints and stagnates all the natural functions. Constipation, Headaches, sleeplessness, pains and wind in the stomach after eating; dizziness and other wretched feelings, follow. Mother Seigel's Syrup cures Indigestion by toning up, strengthening, aiding the digestive organs for their natural work. That is what it did for Mrs. Ellen Chennell, 30, Merriek Square, Trinity Street, Southwark, London. On October 22nd last, she wrote, saying: "About 15 years ago I was suffering badly from Indigestion with all the well-known symptoms of that dreadful complaint. For months it went on, from bad to worse."

It always does get worse unless you take means to check it. Mrs. Chennell goes on to say: "Then I read something that led me to try Mother Seigel's Syrup and it was a happy day for me when I did so, for I felt some relief almost at once after taking it. Very soon afterwards Indigestion left me, and it has never since returned."

It is easy to understand why Mother Seigel's Syrup so easily cures Indigestion—when we tell you that it is a pure vegetable medicine; it is made from the curative extracts of certain roots, herbs and leaves, that have a specific action on the stomach, liver and bowels. There are no drastic after-effects. It simply organizes, strengthens, helps the natural action of your system.

Mother Seigel's Syrup is also prepared in Tablet form, as Mother Seigel's Syrup Tablets. Price 2s. [743]

## ON SALE.

## A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 35 years. From 1874 to 1908. Price: 32 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

**THE SEEKER AFTER HEALTH**  
Is always glad to hear of a medicine that has been frequently tried in complaints similar to those from which he may be suffering, and that has proved uniformly successful. Such a remedy is BEECHAM'S PILLS. For half a century they have been doing incalculable good, and all who suffer from troubles traceable to disorders of the Stomach, Liver, Bowels, or Kidneys should take a course of.

**SHOULD TAKE**  
these pills. They are a skilful combination of valuable vegetable extracts in precise proportions—and act naturally and gently on the organs at fault, even a few doses showing most marked results. Those who desire a sound digestion and active liver, steady nerves, pure blood, buoyant and good spirits, should not delay a single day, but at once provide themselves with, and begin a course of,

**BEECHAM'S PILLS.**  
Sold everywhere in boxes, price 9d., 3/11 & 2/6.

**SOUTH MANCHURIA RAILWAY CO.**

**SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.**

**WINTER SCHEDULE.**  
(EFFECTIVE FROM OCT. 28th, 1909.)  
THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "KORU MARU" and "SAIKO MARU" (2,887 tons each) as follows:—

| Leave—Shanghai (Steamer) | Arrive— |
|--------------------------|---------|
|--------------------------|---------|

## SHIPPING.

**ARRIVALS.**  
ASTYANAX, British str., 3,001, D. MacCar, 18th Nov.—Shanghai 15th Nov., General—Bitterfeld & Svir.  
ERNEST SIMONS, French str., 2,890, R. Girard, 18th Nov.—Marseilles 10th Oct., General—Messageries Maritimes.  
HINSANG, British str., 18th Nov.—Canton.  
HUICHOW, British str., 18th Nov.—Canton.  
KAMO MARU, Japanese str., 8,574, F. L. Sommer, 18th Nov.—Singapore 12th Nov., General—Nippon Yusen Kaisha.

**CLEARANCES.**  
AT THE HARBOR MASTER'S OFFICE.  
18th November.  
Andai, British str., for Shanghai.  
E. P. Ferdinand, Austrian str., for Shanghai.  
Frithjof, Norwegian str., for Haiphong.  
Hans, British str., for Swatow.  
Huichow, British str., for Quang Chow Wan.  
Kuching, British str., for Tientsin.  
J. Diederichsen, German str., for Haiphong.  
Kontom, German str., for Toulon.  
Tenyo Maru, Japanese str., for Shanghai.

**DEPARTURES.**  
15th November.  
CHILDAL, Norwegian str., for Bangkok.  
DANIANUS, British str., for Singapore.  
ERNEST SIMONS, French str., for Shanghai.  
GEMZEE, British str., for Singapore.  
HONGKONG, British str., for Swatow.  
JAPAN, British str., for Shanghai.  
KEAT, British str., for Colombo.  
LITAN, British str., for Canton.  
SOUTAN, British str., for Singapore.  
SURYA, German str., for Shanghai.

**SHIPPING REPORTS.**  
The British str. Astyanax reports: Fresh N.E. monsoon and fine.

## VESSELS IN DOCK.

November 18th.  
—AT THE DOCK—  
Kowloon Dock—E.M.S. Whiting, Sui An, H.M.S. Moorhen, Kaitum.  
COSMOPOLITAN DOCK—  
TAIKOO DOCK—St. Enoch, Yingchow, Vigor, Kunchow, Ronglong, Deawong.

## VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
STEAMER FOR  
FIUME ANTE TRIESTE (DIRECT).  
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.  
(Taking Cargo at through rates to the BRITISH, to PERMAN GUIN, RED SEA, BLACK SEA, VENICE LEVANT, and ADRIATIC PORTS).

THE Company's Steamship  
"CHINA."  
Captain Borggrian, will be despatched as above on or about the 24th inst.  
This steamer has splendid accommodation for passengers, electric light and carries a doctor.  
For information as to Passage and Freight, apply to  
SANDER, WIELEB & Co.,  
Agents,  
Princes Buildings,  
Hongkong, 1st November, 1909. [3]

REGULAR STEAMSHIP SERVICE  
(WITH LIBERTY TO CALL AT MALABAR COAST).  
PROPOSED SAILINGS FROM HONGKONG.  
FOR BOSTON AND NEW YORK.  
"LOWTHER CASTLE" On 4th Dec.  
FOR NEW YORK.  
"SHIMOSA" 18th Dec.  
For Freight and further information, apply to  
DODWELL & CO., LTD.,  
Agents,  
Hongkong, 15th November, 1909. [1253-1339]

HONGKONG-NEW YORK.  
AMERICAN ASIATIC STEAMSHIP CO.  
FOR NEW YORK VIA PORTS AND SUEZ CANAL.  
(With Liberty to call at the Malabar Coast).  
S.S. "INDRAMAYO" On 11th Dec., 1909.  
For Freight and further information apply to—  
SHEWAN, TOMES & Co.,  
General Agents,  
Hongkong, 15th November, 1909. [1414]

CANADIAN PACIFIC RAILWAY CO.  
FOR VANCOUVER.  
THE Steamship  
"AYMERIC."  
FROM HONGKONG.  
ON THURSDAY, 16th DECEMBER.  
FOR VANCOUVER VIA JAPAN PORTS.  
To be followed by the  
SUVERIC ... 1910, 13th January.  
OCEANO ... 10th February.  
Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.  
For further information regarding rates of freight, etc., apply to  
CANADIAN PACIFIC RAILWAY CO.,  
Hongkong.  
Hongkong, 19th November, 1909. [1401]

AMERICAN ASIATIC STEAMSHIP CO.  
FOR NEW YORK VIA PORTS AND SUEZ CANAL.  
(With Liberty to call at the Malabar Coast).  
S.S. "INDRAMAYO" On 11th Dec., 1909.  
For Freight and further information apply to—  
SHEWAN, TOMES & Co.,  
General Agents,  
Hongkong, 15th November, 1909. [1414]

CANADIAN PACIFIC RAILWAY CO.  
FOR VANCOUVER.  
THE Steamship  
"AYMERIC."  
FROM HONGKONG.  
ON THURSDAY, 16th DECEMBER.  
FOR VANCOUVER VIA JAPAN PORTS.  
To be followed by the  
SUVERIC ... 1910, 13th January.  
OCEANO ... 10th February.  
Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.  
For further information regarding rates of freight, etc., apply to  
CANADIAN PACIFIC RAILWAY CO.,  
Hongkong.  
Hongkong, 19th November, 1909. [1401]

CANADIAN PACIFIC RAILWAY CO.  
FOR VANCOUVER.  
THE Steamship  
"AYMERIC."  
FROM HONGKONG.  
ON THURSDAY, 16th DECEMBER.  
FOR VANCOUVER VIA JAPAN PORTS.  
To be followed by the  
SUVERIC ... 1910, 13th January.  
OCEANO ... 10th February.  
Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.  
For further information regarding rates of freight, etc., apply to  
CANADIAN PACIFIC RAILWAY CO.,  
Hongkong.  
Hongkong, 19th November, 1909. [1401]

CANADIAN PACIFIC RAILWAY CO.  
FOR VANCOUVER.  
THE Steamship  
"AYMERIC."  
FROM HONGKONG.  
ON THURSDAY, 16th DECEMBER.  
FOR VANCOUVER VIA JAPAN PORTS.  
To be followed by the  
SUVERIC ... 1910, 13th January.  
OCEANO ... 10th February.  
Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.  
For further information regarding rates of freight, etc., apply to  
CANADIAN PACIFIC RAILWAY CO.,  
Hongkong.  
Hongkong, 19th November, 1909. [1401]

CANADIAN PACIFIC RAILWAY CO.  
FOR VANCOUVER.  
THE Steamship  
"AYMERIC."  
FROM HONGKONG.  
ON THURSDAY, 16th DECEMBER.  
FOR VANCOUVER VIA JAPAN PORTS.  
To be followed by the  
SUVERIC ... 1910, 13th January.  
OCEANO ... 10th February.  
Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.  
For further information regarding rates of freight, etc., apply to  
CANADIAN PACIFIC RAILWAY CO.,  
Hongkong.  
Hongkong, 19th November, 1909. [1401]

CANADIAN PACIFIC RAILWAY CO.  
FOR VANCOUVER.  
THE Steamship  
"AYMERIC."  
FROM HONGKONG.  
ON THURSDAY, 16th DECEMBER.  
FOR VANCOUVER VIA JAPAN PORTS.  
To be followed by the  
SUVERIC ... 1910, 13th January.  
OCEANO ... 10th February.  
Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.  
For further information regarding rates of freight, etc., apply to  
CANADIAN PACIFIC RAILWAY CO.,  
Hongkong.  
Hongkong, 19th November, 1909. [1401]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.  
SECTIONS.  
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION.                                    | VESSEL'S NAMES.  | FLAG & REG. | BERTH. | CAPTAIN.                | FOR FREIGHT APPLY TO          | TO BE DESPATCHED.         |
|---|------------------|-------------|--------|-------------------------|-------------------------------|---------------------------|
| LONDON, HULL & ANTWERP                          | BRECONSHIRE      | Brit. str.  | —      | Tomlinson               | JARDINE, MATHESON & Co., Ltd. | On 26th inst.             |
| LONDON, &c. via USUAL PORTS OF CALL             | ASAYE            | Brit. str.  | —      | Owen Jones, R.N.R.      | P. & O. S. N. Co.             | On 27th inst., at Noon.   |
| LONDON & ANTWERP VIA SINGAPORE                  | NAMUR            | Brit. str.  | —      | H. W. Kenrick, R.N.R.   | P. & O. S. N. Co.             | About 1st Dec.            |
| ROTTERDAM & HAMBURG VIA STRAITS, &c.            | ARABIA           | Ger. str.   | k. w.  | Neumann                 | HAMBURG-AMERICA LINE          | On 20th Dec.              |
| HAVRE, ROTTERDAM & HAMBURG, &c.                 | BELOAVIA         | Ger. str.   | k. w.  | Hildebrandt             | HAMBURG-AMERICA LINE          | To-morrow.                |
| HAVRE & HAMBURG VIA STRAITS, &c.                | SILVIA           | Ger. str.   | k. w.  | Forchhaus               | HAMBURG-AMERICA LINE          | On 25th inst.             |
| HAVRE, ROTTERDAM & HAMBURG, &c.                 | BRISGAVIA        | Ger. str.   | k. w.  | Schillinghammer         | HAMBURG-AMERICA LINE          | On 30th inst.             |
| HAVRE & HAMBURG VIA STRAITS, &c.                | SILESIA          | Ger. str.   | k. w.  | Hof                     | HAMBURG-AMERICA LINE          | On 15th Dec.              |
| MARSEILLES, HAVRE, COPENHAGEN, &c.              | SENIGAMBIA       | Den. str.   | —      | Eckhorn                 | HAMBURG-AMERICA LINE          | On 1st Jan.               |
| MARSEILLES, &c. via PORTS OF CALL               | PEKING           | Fr. str.    | —      | Guionnet                | MELCHERS & Co.                | To-morrow.                |
| MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. | ARMAND BEHIC     | Jap. str.   | —      | N. Nielsen              | NIPPON YUSEN KAISHA           | On 23rd inst., at 1 p.m.  |
| MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. | WAKARA MARU      | Jap. str.   | —      | G. C. Hurry             | NIPPON YUSEN KAISHA           | On 24th inst., at D'Light |
| MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. | SADO MARU        | Jap. str.   | —      | O. Puhke                | MELCHERS & Co.                | On 24th Dec., at D'Light  |
| NAPLES, GENOA, ALGIER, GIBRALTAR, &c.           | KLEIST           | Ger. str.   | —      | Borggrian               | SANDER, WIELEB & Co.          | On 1st Dec., at Noon.     |
| TRIESTE, &c. via SINGAPORE, &c.                 | CHINA            | Aus. str.   | —      | —                       | —                             | About 24th inst.          |
| NEW YORK VIA PORTS & SUEZ CANAL                 | INDRAMAYO        | Am. str.    | —      | —                       | —                             | On 11th Dec.              |
| BOSTON & NEW YORK                               | SHIMOSA          | Brit. str.  | —      | —                       | —                             | On 18th Dec.              |
| BOSTON & NEW YORK                               | WYNERIC          | Brit. str.  | —      | —                       | —                             | On 23rd inst.             |
| VANCOUVER VIA SHANGHAI, JAPAN, &c.              | LOWTHER CASTLE   | Brit. str.  | 1 m.   | —                       | —                             | On 4th Dec.               |
| VANCOUVER VIA SHANGHAI, JAPAN, &c.              | MONTEAGLE        | Brit. str.  | 2 m.   | —                       | —                             | On 21st inst., at Noon.   |
| VANCOUVER VIA SHANGHAI, JAPAN, &c.              | EMPEROR OF INDIA | Brit. str.  | —      | J. Boyd                 | CANADIAN PACIFIC R. Co.       | On 4th Dec., at 7 a.m.    |
| VANCOUVER, B.C. & SEATTLE VIA JAPAN             | AYMERIC          | Brit. str.  | —      | —                       | —                             | On 16th Dec.              |
| VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.      | SHIMAZO MARU     | Jap. str.   | —      | K. Kawara               | NIPPON YUSEN KAISHA           | On 7th Dec., at Noon.     |
| TACOMA, B.C. & SEATTLE VIA SHANGHAI, &c.        | TAKI MARU        | Jap. str.   | —      | K. Sato                 | NIPPON YUSEN KAISHA           | On 4th Jan., at Noon.     |
| CALAO, IQUIQUE, &c. via JAPAN PORTS, &c.        | TAKOMA MARU      | Jap. str.   | —      | H. Yamamoto             | OSAKA SHOSHEN KAISHA          | On 17th Dec., at Noon.    |
| AUSTRALIAN PORTS VIA MANILA                     | MANBU MARU       | Jap. str.   | —      | M. Yagi                 | TOYO KISEN KAISHA             | On 26th inst., at Noon.   |
| AUSTRALIAN PORTS VIA MANILA                     | NIKKO MARU       | Jap. str.   | —      | F. Isoko                | NIPPON YUSEN KAISHA           | On 30th inst., at 4 p.m.  |
| AUSTRALIAN PORTS VIA MANILA                     | TAIYUAN          | Brit. str.  | 1 m.   | E. Winkler              | MELCHERS & Co.                | On 3rd Dec., at D'Light   |
| AUSTRALIAN PORTS VIA MANILA                     | PRINZ WALDEMAR   | Ger. str.   | —      | F. L. Sommer            | NIPPON YUSEN KAISHA           | On 24th Dec., at Noon.    |
| AUSTRALIAN PORTS VIA MANILA                     | KUMANO MARU      | Jap. str.   | —      | W. Winkler              | NIPPON YUSEN KAISHA           | To-day, at 5 p.m.         |
| AUSTRALIAN PORTS VIA MANILA                     | KAMO MARU        | Jap. str.   | —      | A. Keith                | NIPPON YUSEN KAISHA           | On 24th inst., at Noon.   |
| NAGASAKI, KOBE & YOKOHAMA                       | KUMANO MARU      | Jap. str.   | —      | D. Lenz                 | MELCHERS & Co.                | On 11th Dec., at D'Light  |
| NAGASAKI, KOBE & YOKOHAMA                       | AWA MARU         | Ger. str.   | —      | H. Koops                | JAVA-CHINA-JAPAN LINE         | About 11th Dec.           |
| YOKOHAMA & KOBE                                 | PRINZ SIGISMUND  | Dut. str.   | —      | H. Harder               | BUTTERFIELD & SWIRE           | Quick despatch.           |
| JAPAN   | TIENKIN          | Brit. str.  | 1 m.   | F. Mooney               | JARDINE, MATHESON & Co., Ltd. | To-day, at 4 p.m.         |
| TSINGTAU & CHEFOO                               | CHIFSHING        | Brit. str.  | 1 m.   | G. Hoeker               | BUTTERFIELD & SWIRE           | On 23rd inst., at 4 p.m.  |
| TIENKIN   | KUEICHOW         | Brit. str.  | 1 m.   | E. Nitsche              | SANDER, WIELEB & Co.          | On 28th inst., at 4 p.m.  |
| SHANGHAI, YOKOHAMA & KOBE                       | E. F. FERDINAND  | Aus. str.   | 1 m.   | F. v. Bissert           | P. & O. S. N. Co.             | About 19th inst.          |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA             | PRINZ LUDWIG     | Ger. str.   | 1 m.   | C. K. Longden, R.N.R.   | BUTTERFIELD & SWIRE           | About 20th inst.          |
| SHANGHAI, MOJI, KOBE & YOKOHAMA                 | PALAWAN          | Brit. str.  | 1 m.   | Williams                | JARDINE, MATHESON & Co., Ltd. | On 21st inst., at D'Light |
| SHANGHAI  | FOOSHING         | Brit. str.  | 1 m.   | T. Arthur               | JARDINE, MATHESON & Co., Ltd. | On 21st inst., at D'Light |
| SHANGHAI, KOBE & YOKOHAMA                       | TONKIN           | Jap. str.   | —      | Charbonnel              | MESSAGERIES MARITIMES         | On 22nd inst., p.m.       |
| SHANGHAI VIA SWATOW, AMOY & FOCHOW              | BUJUN MARU       | Brit. str.  | 1 m.   | Y. Fuzono               | OSAKA SHOSHEN KAISHA          | On 25th inst., at 10 a.m. |
| SHANGHAI  | CHINSHIA         | Jap. str.   | —      | A. Mooker               | NIPPON YUSEN KAISHA           | On 25th inst., at 4 p.m.  |
| SHANGHAI  | CHINSHIA MARU    | Jap. str.   | —      | L. E. S. Spicer, R.N.R. | P. & O. S. N. Co.             | About 26th inst.          |
| SHANGHAI, MOJI & KOBE                           | HIMALAYA         | Brit. str.  | —      | M. B. Lake              | BUTTERFIELD & SWIRE           | On 28th inst., at D'Light |
| SHANGHAI  | CHENAN           | Brit. str.  | —      | Y. Dehner               | JARDINE, MATHESON & Co., Ltd. | On 30th inst., at 3 p.m.  |
| SHANGHAI, YOKOHAMA, KOBE & MOJI                 | STHONIA          | Ger. str.   | k. w.  | B. Boman                | HAMBURG-AMERICA LINE          | On 1st Dec.               |
| SHANGHAI, KOBE & YOKOHAMA                       | SCANDIA          | Ger. str.   | k. w.  | H. Munray               | JARDINE, MATHESON & Co., Ltd. | On 10th Dec.              |
| SHANGHAI, KOBE & YOKOHAMA                       | TIJMAH           | Dut. str.   | —      | J. S. Roach             | JAVA-CHINA-JAPAN LINE         | Quick despatch.           |
| SHANGHAI  | DAIGI MARU       | Jap. str.   | 2 h.   | E. Forsyth              | OSAKA SHOSHEN KAISHA          | On 21st inst., at 10 a.m. |
| TAMSUI VIA SWATOW & AMOY                        | HAITAN           | Brit. str.  | 1 m.   | P. H. Rolfe             | DOUGLAS LAFRAIK & Co.         | To-day, at Noon.          |
| SWATOW, AMOY & FOCHOW                           | HUICHOW          | Brit. str.  | 2 h.   | R. Rodger               | JARDINE, MATHESON & Co., Ltd. | On 23rd inst., at 10 a.m. |
| SWATOW, WEIHAWEI & TIENKIN                      | HAITAN           | Brit. str.  | 2 h.   | A. W. Outerbridge       | BUTTERFIELD & SWIRE           | To-morrow, at Noon.       |
| SWATOW  | HAITAN           | Brit. str.  | 2 h.   | S. J. Payne             | JARDINE, MATHESON & Co., Ltd. | On 23rd inst., at 3 p.m.  |
| SWATOW, AMOY & FOCHOW                           | ZABANG           | Brit. str.  | —      | E. W. Almon             | BUTTERFIELD & SWIRE           | On 26th inst., at 4 p.m.  |
| SWATOW  | ZABANG           | Brit. str.  | —      | C. Flinnett             | JARDINE, MATHESON & Co., Ltd. | On 27th inst., at Noon.   |
| MANILA  | TEAN             | Brit. str.  | 1 m.   | F. Semblil              | MELCHERS & Co.                | On 30th inst., at 3 p.m.  |
| MANILA  | LOONGKANG        | Brit. str.  | —      | W. A. Evans             | NIPPON YUSEN KAISHA           | On 23rd inst., at 4 p.m.  |
| MANILA  | RUBI             | Brit. str.  | —      | P. J. van Emmerick      | JARDINE, MATHESON & Co., Ltd. | On 25th inst., at 4 p.m.  |
| MANILA  | TAMING           | Brit. str.  | 1 m.   | —                       | —                             | To-day.                   |
| MANILA  | SUNGKANG         | Brit. str.  | 1 m.   | —                       | —                             | On 7th Dec., at 4 p.m.    |
| MANILA  | MATSANG          | Brit. str.  | —      | —                       | —                             | Quick despatch.           |
| MANILA  | BORNEO           | Ger. str.   | —      | —                       | —                             | On 10th Dec.              |
| SANDAKAN  | BOMBAY MARU      | Jap. str.   | —      | —                       | —                             | On 10th Dec.              |
| KUDAT & SANDAKAN                                | FOOKANG          | Dut. str.   | —      | —                       | —                             | On 10th Dec.              |
| BOMBAY VIA SINGAPORE & COLOMBO                  | TIJATAP          | Dut. str.   | —      | —                       | —                             | On 10th Dec.              |
| SINGAPORE, PENANG & CACUTTA                     | —                | —           | —      | —                       | —                             | On 10th Dec.              |
| BATAVIA, CHERIBON, SAMARANG, &c.                | —                | —           | —      | —                       | —                             | On 10th Dec.              |

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

## PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA &amp; SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

| Steamer. | Tons. | Captain.     | Sailing Date.     |
|----------|-------|--------------|-------------------|
| AYMERIC  | 4,363 | J. Boyd      | On 16th December. |
| SUVERIC  | 6,232 | S. Shotton   | On 13th January.  |
| OCEANO   | 4,657 | F. W. Davies | On 10th February. |

These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to  
DODWELL & CO., LIMITED,  
GENERAL AGENTS,  
QUEEN'S BUILDINGS.  
Hongkong, 16th October, 1909.

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

| FOR  | STEAMERS                             | TO SAIL                           |
|--|--------------------------------------|-----------------------------------|
| SHANGHAI, NAGASAKI, KOBE   | "PRINZ LUDWIG"<br>Capt. F. V. BINZER | About Friday,<br>19th November.   |
| KUDAT & SANDAKAN   | "BORNEO"<br>Capt. F. SEMBIL          | Sunday, 21st<br>Nov., at 9 a.m.   |
| NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG | "KLEIST"<br>Capt. O. FAHNKE          | Wed., 1st<br>Dec., at Noon.       |
| MANILA, YAP, NEWGUINEA, BRISBANE, SAMARAI, SYDNEY and MELBOURNE  | "PRINZ WALDEMAR"<br>Capt. F. ISKE    | Friday, 3rd<br>Dec., at D'Light   |
| YOKOHAMA & KOBE  | "PRINZ SIGISMUND"<br>Capt. D. LENZ   | About Saturday,<br>11th December. |

For further Particulars, apply to  
NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
GENERAL AGENTS HONGKONG & CHINA.  
Hongkong, 18th November, 1909. [5]

## CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong: "MONTEAGLE" Sunday, 21st Nov. "EMPRESS OF INDIA" Sat., 4th Dec. "EMPRESS OF JAPAN" Sat., 1st Jan. "EMPRESS OF CHINA" Sat., 29th Jan. "MONTEAGLE" Tuesday, 15th Feb. "EMPRESS OF INDIA" Sat., 26th Feb.  
From St. John, N.B.: "EMPRESS OF BRITAIN" Fri., 31st Dec. "ALLAN LINE" Friday, 28th Jan. "EMPRESS OF IRELAND" Fri., 25th Feb. "EMPRESS OF IRELAND" Fri., 25th Mar.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class ... \$43 ... \$45. Intermediate (on Steamers) ... \$43 ... \$45. 1st Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

## MESSAGERIES MARITIMES FRENCH MAIL LINES.

FOURTHLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL. FOURTHLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

| FOR                       | STEAMERS                         | TO SAIL              |
|---------------------------|----------------------------------|----------------------|
| SHANGHAI, KOBE & YOKOHAMA | "TONKIN"<br>Capt. Charbonnel     | On 22nd Nov., p.m.   |
| MARSEILLES VIA PORTS      | "ARMAND BEHIC"<br>Capt. Guionnet | On 23rd Nov., 1 p.m. |
| SHANGHAI, KOBE & YOKOHAMA | "POLYNESIE"<br>Capt. Broc        | On 6th Dec., p.m.    |
| MARSEILLES VIA PORTS      | "ERNEST SIMONS"<br>Capt. Girard  | On 7th Dec., 1 p.m.  |

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £75 10s. 20 hours Railway. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to  
P. DE CHAMPMORIN, AGENT,  
Queen's Building.  
Hongkong, 19th November, 1909.

## VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
STEAM TO SHANGHAI, YOKOHAMA AND KOBE.  
THE Company's Steamship  
"E. FRANZ FERDINAND."  
Capt. E. Nitsche, will leave for the above places TO-DAY, the 19th inst., a.m.  
This steamer has capital accommodation for passengers, electric light, carries a doctor and stewardess.  
For Freight or Passage, apply to  
SANDER, WIELEB & Co.,  
Agents,  
Princes Building,  
Hongkong, 18th November, 1909. [3]

THE AMERICAN AND ORIENTAL LINE.  
FOR BOSTON AND NEW YORK.  
(With Liberty to Call at the Malabar Coast).  
THE Steamship  
"WYNERIC."  
will be despatched for the above Ports on TUESDAY, the 23rd November, 1909.  
For Freight, apply to  
ARNOLD, KARBURG & Co.,  
Agents,  
Hongkong, 17th November, 1909. [1346]

"SHIRE" LINE OF STEAMERS, LTD.  
FOR LONDON, HULL AND ANTWERP.  
THE Steamship  
"BRECONSHIRE."  
Captain Tomlinson, will be despatched as above on FRIDAY, the 26th inst.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co., LTD.,  
Agents,  
Hongkong, 1st November, 1909. [1371]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.  
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.  
THE Steamship  
"ASSAYE."  
Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 27th November, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOLDAVIA," 9,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.  
Ships and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "EGYPT," due in London on the 8th January, 1910.  
Passengers will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
For further particulars, apply to  
B. A. HEWETT,  
Superintendent,  
Hongkong, 15th November, 1909. [1]

NATAL LINE OF STEAMERS.  
THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with Indo-China STEAM NAVIGATION Co.'s fortnightly service home to Calcutta. Sailings from Calcutta for Cape Ports every fortnight.  
For Freight and further particulars, apply to  
DODWELL & CO., LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1898. [9]

LABUAN COAL.  
NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS Co., Ltd., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch.  
Telegrams: "Labor Labuan."  
BRADLEY & Co., Agents,  
Hongkong, 12th August, 1909. [1406]

Gutler, Palmer & Co.'s  
SPECIAL BLEND WHISKY.  
SHIPPERS  
Gutler, Palmer &amp

# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

| FOR   | STEAMERS | TO SAIL         | REMARKS              |
|---|----------|-----------------|----------------------|
| SHANGHAI, MOJI, KOBE, PALAWAN and YOKOHAMA                                | HIMALAYA | About 20th Nov. | Freight and Passage. |
| SHANGHAI  | HIMALAYA | About 25th Nov. | Freight and Passage. |
| LONDON VIA USUAL PORTS  | ASSAYE   | Noon, 27th Nov. | See Special of Call. |
| LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARIUTTE | NAMUR    | About 1st Dec.  | Freight and Passage. |

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 19th November, 1909.

## CHINA NAVIGATION CO., LD.

| FOR                            | STEAMERS  | TO SAIL               |
|--------------------------------|-----------|-----------------------|
| SWATOW, WEIHAIWEI and TIENTSIN | HUICHOW   | On 19th Nov., Noon.   |
| TSINGTAU and CHEFOO            | LIANGCHOW | On 19th Nov., 4 P.M.  |
| SHANGHAI                       | LIANGCHOW | On 21st Nov., 11 P.M. |
| MANILA                         | LIANGCHOW | On 23rd Nov., 3 P.M.  |
| CEBU and LOILO                 | LIANGCHOW | On 23rd Nov., 3 P.M.  |
| SHANGHAI                       | LIANGCHOW | On 25th Nov., 4 P.M.  |
| SHANGHAI                       | LIANGCHOW | On 28th Nov., 4 P.M.  |
| TIENTSIN                       | LIANGCHOW | On 28th Nov., 4 P.M.  |
| MANILA                         | LIANGCHOW | On 30th Nov., 3 P.M.  |

**THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.**

**DIRECT SAILINGS TO WEST RIVER, Twice Weekly.**  
S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

**MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS** have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

**FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN")** with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN. TELEPHONE 35.

For Freight or Passage apply to—**BUTTERFIELD & SWIRE, AGENTS.**

Hongkong, 19th November, 1909.

## INDO-CHINA S. NAV. CO., LD.

| FOR  | STEAMERS    | TO SAIL                     |
|--|-------------|-----------------------------|
| MANILA   | "YUENSANG"  | Friday, 19th Nov., 4 P.M.   |
| SHANGHAI   | "FOOSHING"  | Sunday, 21st Nov., 11 P.M.  |
| TIENTSIN (probably our last Steamer of the Season) | "CHIPSHING" | Tuesday, 23rd Nov., 4 P.M.  |
| SANDAKAN   | "MAUSANG"   | Thursday, 25th Nov., 4 P.M. |
| MANILA   | "LOONGSANG" | Friday, 26th Nov., 4 P.M.   |
| SHANGHAI, YOKOHAMA, KOBE and MOJI                  | "NAMSANG"   | Tuesday, 30th Nov., 3 P.M.  |
| SINGAPORE, PENANG and CALCUTTA                     | "FOOKSANG"  | Friday, 7th Dec., 3 P.M.    |

**RETURN TOURS TO JAPAN.**  
OCCUPYING 24 DAYS.

The Steamers "KUSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Nowsungwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Uakan, Jesselton and Labuan.

Telephone No. 61.

For Freight or Passage apply to **JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.**

Hongkong, 19th November, 1909.

## DOUGLAS STEAMSHIP CO., LIMITED.

### HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS, ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

| STEAMERS  | FOR                      | LEAVING                        |
|-----------|--------------------------|--------------------------------|
| "HAITAN"  | SWATOW, AMOY and FOCHOW. | FRIDAY, 19th Nov., at 10 A.M.  |
| "HAIMUN"  | SWATOW                   | SUNDAY, 21st Nov., at 10 A.M.  |
| "HAIYANG" | SWATOW, AMOY and FOCHOW. | TUESDAY, 23rd Nov., at 10 A.M. |

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

**DOUGLAS, LAPRAIK & Co.,**  
GENERAL MANAGERS.

Hongkong, 18th November, 1909.

## EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, HONGKONG &amp; SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG &amp; VLADIVOSTOK.

## SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

### PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

| DESTINATION  | STEAMERS | DATE OF SAILING.    |
|--|----------|---------------------|
| MARSEILLES, HAYRE, COPENHAGEN, GOTHENBURG and BALZIC PORTS | "PEKING" | 20th November.      |
| MARSEILLES, HAYRE, COPENHAGEN, GOTHENBURG and BALZIC PORTS | "CANTON" | Middle of December. |

For Further Particulars apply to  
Hongkong, 6th November, 1909.**MELOHRS & CO.,**  
AGENTS.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

| DESTINATION.   | STEAMERS.                        | TONS. | SAILING DATES.                    |
|--|----------------------------------|-------|-----------------------------------|
| MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID | WAKASA MARU<br>Capt. N. Nielsen  | 6,500 | WED'DAY, 24th Nov., at Daylight.  |
| VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA  | SADO MARU<br>Capt. G. C. Hurry   | 6,500 | WED'DAY, 8th Dec., at Daylight.   |
| SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE   | SHINANO MARU<br>Capt. K. Kawa    | 6,500 | TUESDAY, 7th Dec., at Noon.       |
|  | AKI MARU<br>Capt. K. Sato        | 7,000 | TUESDAY, 4th Jan., at Noon.       |
|  | NIKKO MARU<br>Capt. M. Yagi      | 6,000 | FRIDAY, 25th Nov., at Noon.       |
|  | KUMANO MARU<br>Capt. M. Winkler  | 6,000 | FRIDAY, 24th Dec., at Noon.       |
| BOMBAY via SINGAPORE and COLOMBO   | BOMBAY MARU<br>Capt. W. A. Evans | 5,000 | FRIDAY, 19th November.            |
| NAGASAKI, KOBE and YOKOHAMA  | KAMO MARU<br>Capt. F. L. Sommer  | 6,000 | FRIDAY, 19th Nov., at 5 P.M.      |
| NAGASAKI, KOBE and YOKOHAMA  | KUMANO MARU<br>Capt. W. Winkler  | 6,000 | WED'DAY, 24th Nov., at Noon.      |
| SHANGHAI, MOJI and KOBE  | TAKASAKI MARU<br>Capt. A. Mocker | 5,000 | THURSDAY, 25th November.          |
| KOBE and YOKOHAMA  | AWA MARU<br>Capt. A. Kaitl       | 6,500 | SATURDAY, 11th Dec., at Daylight. |

Fitted with New System of Wireless Telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 5 days.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 15th November, 1909.

**T. KUSUMOTO,**  
MANAGER.

## CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS. | CAPTAIN      | FOR    | SAILING DATE.       |
|-----------|-------|--------------|--------|---------------------|
| ZAFRO     | 2540  | R. Rodger    | Manila | On 20th Nov., Noon. |
| RUBI      | 2540  | R. W. Almond | Manila | On 27th Nov., Noon. |

For Freight or Passage apply to **SHEWAN, TOMES & Co.,** General Managers.

Hongkong, 15th November, 1909.

## HAMBURG-AMERIKA LINIE

### HAMBURG.

### EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES.

via STRAITS and COLOMBO.

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

and all North and South American Ports

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

### NEXT SAILINGS FROM HONGKONG:

#### OUTWARD.

FOR SHANGHAI, KOBE &amp; YOKOHAMA:

|               |           |
|---------------|-----------|
| S.S. SITHONIA | 1st Dec.  |
| S.S. SCANDIA  | 10th Dec. |
| S.S. BRASILIA | 18th Dec. |
| S.S. SEGOVIA  | 28th Dec. |

Further Particulars, apply to—

Hongkong, 2nd November, 1909.

#### HOMEWARD.

|                                 |                 |           |
|---------------------------------|-----------------|-----------|
| FOR HAVRE, ROTTERDAM & HAMBURG: | S.S. BELGRAVIA  | 20th Nov. |
| FOR HAVRE & HAMBURG:            | S.S. SILVIA     | 25th Nov. |
| FOR HAVRE, HAMBURG & ANTWERP:   | S.S. BRISGAVIA  | 30th Nov. |
| FOR HAVRE, ROTTERDAM & HAMBURG: | S.S. SILEZIA    | 15th Dec. |
| FOR ROTTERDAM & HAMBURG:        | S.S. ARABIA     | 20th Dec. |
| FOR HAVRE & HAMBURG:            | S.S. SENEGAMBIA | 1st Jan.  |

**HAMBURG-AMERIKA LINIE,**

Hongkong Office.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,

HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSHU MARU ... 5000 tons gross ... Sail Dec. 10th, at Noon.

S.S. AMERICA MARU ... 6000 " " " " Febr. 5th, 1910, at Noon.

For particulars apply to

**K. MATSUDA, Manager.**

TOYO KISEN KAISHA, King's Building.

Hongkong, 5th November, 1909.

## THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION

PLAYS OF 1910.

Head Office for the Far East—  
16, DES VEUZ ROAD, HONGKONG.Japan Office—  
14, WATER STREET, YOKOHAMA.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

| STEAMER   | FROM  | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT         |
|-----------|-------|----------------------|----------------|---------------------|
| TJIMAH    | JAVA  | Second half of Nov.  | SHANGHAI       | Second half of Nov. |
| TJILATJAP | JAPAN | Second half of Nov.  | JAVA           | Second half of Nov. |
| TJILIWONG | JAPAN | First half of Dec.   | JAVA           | First half of Dec.  |
| TJIKINI   | JAVA  | First half of Dec.   | JAPAN          | First half of Dec.  |
| TJIPANAS  | JAVA  | Second half of Dec.  | SHANGHAI       | Second half of Dec. |
| TJIBODAS  | JAVA  | Second half of Dec.  | JAPAN          | Second half of Dec. |

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

**JAVA-CHINA-JAPAN LIJN.**

Yok Buildings, 1st Floor.

Hongkong, 9th November, 1909.

Telephone No. 375.

[18]

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

### TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago.) Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

| FOR  | STEAMERS                           | Tons (Gross Reg.) | LEAVES.                     |
|--|------------------------------------|-------------------|-----------------------------|
| TACOMA VIA SHANGHAI, MOJI, KOBE and YOKOHAMA | "TACOMA MARU"<br>Capt. H. Yamamoto | 6,178             | FRIDAY, 17th Dec., at Noon. |

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

### HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

| FOR                                | STEAMERS                          | LEAVES.                         |
|------------------------------------|-----------------------------------|---------------------------------|
| TAMSUI VIA SWATOW, & AMOY          | "DAIGI MARU"<br>Capt. M. MURAYAMA | SUNDAY, 21st Nov., at 10 A.M.   |
| SHANGHAI VIA SWATOW, AMOY & FOCHOW | "BUJUN MARU"<br>Capt. Y. FUSENO   | THURSDAY, 25th Nov., at 10 A.M. |

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

**T. ARIMA,**

MANAGER.

## PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

### HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

### MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| STEAMERS | Leave to HONGKONG | Connecting Steamers from COLOMBO to MARSEILLES & LONDON | Due MARSEILLES (Brindisi 2 days earlier) | Due LONDON ( Plymouth 1 day later) |
|----------|-------------------|---|--|------------------------------------|
| Steamer  | Tons              | Steamer   | Tons                                     |                                    |
| ARCADIA  | 7000              | MANTUA  | 11000                                    | SATURDAY                           |
| ASSAYE   | 7500              | CHINA   | 8000                                     | FRIDAY                             |
| DELTA    | 8000              | MALWA   | 11000                                    | March 5                            |
| MAEDONIA | 10500             | (Through Steamer calling at Boston)                     |  | March 11                           |
| DEVANHA  | 8000              | MONGOLIA  | 10500                                    | March 19                           |
| ASSAYE   | 8000              | MAEMORA   | 10500                                    | March 25                           |
| DELTA    | 7500              | MOREA   | 11000                                    | April 2                            |
| DELHI    | 8000              | MOOLTAN   | 10000                                    | April 9                            |
|          |                   |   |  | April 15                           |
|          |                   |   |  | April 22                           |
|          |                   |   |  | May 6                              |
|          |                   |   |  | May 14                             |
|          |                   |   |  | May 20                             |
|          |                   |   |  | May 28                             |
|          |                   |   |  | June 3                             |
|          |                   |   |  | June 18                            |

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):  
1st SALOON £71.10 SINGLE £106.14 RETURN.  
2nd " £48.8 " £72.12 "

In addition to the above Mail Steamers the following:—

INTERMEDIATE (Non-Transshipment) STEAMERS

WILL LEAVE FOR

### LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

| STEAMERS   | Leave HONGKONG | Due LONDON |
|------------|----------------|------------|
| * SYRIA    | January        | about 26   |
| * SUMATRA  | February       | 9          |
| * NYANZA   | February       | 23         |
| * SUNDA    | March          | 23         |
| * MALTA    | April          | 23         |
| * SARDINIA | May            | 4          |
| * NORE     | May            | 18         |
|            | June           | 18         |
|            | July           | 2          |

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Surtax):

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd " £38.10 " £57.4 "

\* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

**E. A. HEWETT,**

SUPERINTENDENT

